The Hong Kong Daily Press.

No. 5299 號九十九百二千五第 日二初月十年戊甲治同 HONGKONG, TUESDAY, 10TH NOVEMBER, 1874. 二拜禮 號十月一十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

November 9, BARODA, British steamer, 1,232, W. W. Fentiman, Shanghai 6th Nov., General.—P. & O. S. N. Co.

November 2, GEELONG, British str., 1,125, Chas. Fraser, Bombay 20th Oct., Galle 25th, Penang 30th, and Singapore 2nd November, General.—P. & O. S. N. Co.

November 9, NINGPO, British steamer, 761, Rayner, Shanghai 6th November, General.—SIEMSSEN & Co.

Departures.

November 9, DAYLIGHT, for Bangkok.
November 9, HOPEWELL, for New York.
November 9, YESSO, str., for East Coast.
November 9, SEA BIRD, for Pelew Islands.
November 9, MONGOL, str., for Foochow and Shanghai.
November 9, KIM-TUNG-TYE, for Bangkok.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 9TH.

Pearl, str., for Amoy.
Pepita, for Manila.
Mongol, str., for Foochow and Shanghai.

Passengers.

ARRIVED.

Per *Geelong*, str., from Bombay, &c.:—
For Hongkong.
From Southampton.—Mr. and Mrs. Hancock, child and servant, Mrs. Phillips, two Misses Bereto'i, Miss Powell, Miss Count, Staff-comdr. S. W. Browne, Messrs. Hearn, Hancock, and F. H. Horne. From Penang.—Three Chinese deck. From Singapore.—Six Chinese deck.
For Shanghai.
From Brindisi.—Mr. and Mrs. Bismarck and child. From Bombay.—Mr. Frampee Bomanjee.
For Yokohama.
From Southampton.—Messrs. J. Newell and G. Cutchley.

Per *Baroda*, str., from Shanghai:—
For Hongkong.—Mr. and Mrs. Bayller, Lieut. C. A. Schultz, Miss H. M. Gordon, Mrs. L. M. Baldwin, Mrs. A. Grey, Messrs. Johnston, J. Mackay, and Parry, and 68 Chinese. For Venice.—Mr. H. Symons. For Brindisi.—Rev. Mr. and Mrs. T. T. Ellinwood, Capt. A. Hutchinson, and Mr. J. J. Lewis. For Southampton.—Mr. and Mrs. Dudgeon, 5 children and amah.

Per *Ningpo*, str., from Shanghai:—
Rev. Mr. Noyes and 93 Chinese.

DEPARTED.

Per *Yesso*, str., for East Coast:—
For Amoy.—Miss A. Thompson. For Foochow.—Mr. Smith. For Coast Ports.—200 Chinese.

TO DEPART

Per *Pearl*, str., for Amoy:—
280 Chinese.
Per *Pepita*, for Manila:—
1 Cabin and 9 Manilamen.
Per *Mongol*, str., for Shanghai:—
5 Cabin.

Reports.

The British steamship *Ningpo* reports left Shanghai on 6th November, and had moderate N.E. winds and fine weather throughout.

The P. & O. steamship *Baroda* reports left Shanghai on 6th November, and had fresh monsoon and very fine weather. Passed the steamship *Ningpo* off Steep Island.

The P. & O. steamship *Geelong* reports left Bombay on 20th October, Galle on the 25th, Penang on the 30th, and Singapore on 2nd November. Experienced very strong N.E. monsoon and high sea throughout the passage.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	From.	Date of Arrival.
Cheops (s)	Foochow	Sept. 20
Leon (s)	Manila	Sept. 24
Cassandra (s)	Foochow	Sept. 27
Gordon Castle (s)	Hankow	Sept. 28
Priam (s)	China Ports	Sept. 29
Montgomeryshire (s)	Foochow	Oct. 2

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Date.
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Kinfauns Castle	London	June 13
Marina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Canton	Falmouth	June 28
Hamilton	Cardiff	June 29
Chinaman	London	July 10
Broma	New York	July 10
Fenterleave	London	July 13
Game Cock	New York	July 15
Henriette Behn	Hamburg	July 17
Hankow (s)	London	July 27
Windhover	London	Aug. 15
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 16
Sorocaba (s)	Newcastle	Aug. 20
Marco Polo	Cardiff	Aug. 25
Agamemnon (s)	Liverpool	Aug. 26
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Invincible	London	Sept. 3
Fede e Speranza	Swansea	Sept. 14
Hansa	Cardiff	Sept. 15
Bonita	Cardiff	Sept. 18
Glaucus (s)	Liverpool	Sept. 19
Varuna	Hamburg	Sept. 19
Nankin (s)	London	Sept. 20
Glenearn (s)	London	Sept. 22
Ocean (s)	Glasgow	Sept. 24
Life Brigade (s)	Shields	Sept. 26
Deucalion (s)	Liverpool	Sept. 29
Formosa (s)	London	Sept. 30
Ly-ee-moon	Cuxhagen	Oct. 2

Auction Sales To-day.

J. M. ARMSTRONG,
At 11 A.M.,
Engine, Boilers, &c.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN *Agent.*
1y 943 Hongkong, 18th June 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*
1y 1 Hongkong, 1st January, 1874.

Banks.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.
London Office.....3, Angel Court.
New York Agents, J. & W. SELIGMAN & Co., 21, Broad Street.
AUTHORIZED CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
FRED. F. LÜW, } *Managers.*
1y 1887 IGN. STEINHART, }

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | A. F. Heard, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED,
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.
CAPITAL, £500,000.
HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. B. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139] [July 21, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.

I HAVE this day Established myself at this Port as a WINE and SPIRIT MERCHANT and GENERAL COMMISSION AGENT.
OFFICE:—*No. 50, Queen's Road Central.*
ED. CHASTEL.
3m 1812 Hongkong, 1st November, 1874.

NOTICE.

THE Undersigned hereby begs to notify for general information that there is no Partnership whatever in the Photographic business carried on under the Style or Firm of AFONG, the Undersigned being the Sole Proprietor.
Mr. M. NOGUEIRA MENDES is authorized to sign my name per procuration.
AFONG,
Photographer.
tf 1839 Hongkong, 4th November, 1874.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE:—*No. 3, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.
DOUGLAS LAPRAIK & Co.
1829 Hongkong, 2nd November, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co., *Agents.*
tf 39 Hongkong, 16th November, 1872.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00
Apply at the *Daily Press* Office.

To be Let.

TO LET.

THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET.

A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to
LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET,
With immediate possession.

DWELLING HOUSES Nos. 2 and 3 in Alexandra Terrace, which have lately been thoroughly repaired, and No. 19B, Hollywood Road; Water and Gas laid on.
For Particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 15th October, 1874.

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on the 1st of March.

THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET,
With Possession on 1st September,

THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 1874.

TO LET,
With Possession on the 1st December.

THE Desirable FAMILY RESIDENCE, Bonham Road West, now occupied by N. J. EDE, Esq., containing Ten Rooms, Bathrooms, Out-houses, and Stabling, &c.
Apply to
THOMAS GREEN,
P. & O. S. N. Co's Office.
tf 1645 Hongkong, 7th October, 1874.

TO LET,
From 1st June next.

OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

FOR SALE.

BEST PORTLAND CEMENT and FIRE BRICKS. Apply to
FREDERIC DEGENAER.
tf 1297 Hongkong, 19th August, 1874.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE.
1499 Hongkong, 23rd September, 1874.

STORAGE.

COALS received on Storage in Godowns of about 12,000 tons Capacity, at Wanchi.
T. G. LINSTEAD,
Trustee,
Messrs. R. S. WALKER & Co.'s Estate.
1320 Hongkong, 24th August, 1874.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Co-insures with French Lloyd, Paris,	$1,400,000
AND WITH	
French Company, Paris,	$1,000,000
	$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 % on Risks East of Singapore, and of 20 % on all other Risks.
VOGEL, HAGEDORN & Co., *Agents.*
1043 Hongkong, 1st September, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a Discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
AUGUSTINE HEARD & Co.,
General Agents.
tf 876 Hongkong, 4th June, 1874.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 1st March, 1874.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 %) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.
EDWARD NORTON & Co., *Agents.*
tf 1174 25th June, 1872.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.
THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M.'s Naval Storekeeper, to Sell by Public Auction, at the Naval Yard, *THIS DAY*, the 10th November, 1874, at 11 o'clock A.M.,—
One 60-h.p. ENGINE, with SHAFTING, COPPER PIPES, &c., complete.
And
Three 60-h.p. BOILERS, with MOUNTINGS, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1631 Hongkong, 5th October, 1874.

PUBLIC AUCTION.

MESSRS. LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, on
MONDAY,
the 16th instant, at 11 A.M., at the Reserve Control Stores, Queen's Road East,—
The following Unserviceable and other GOVERNMENT STORES, viz.:—
166 PACKSADDLES with HARNESS, CACOLETS and LITTERS; 1 Large Landscape LENSE (*Jamin, Paris*) with CAMERA, &c.; 89 Wicker HELMETS with COVERS; 21 Waterproof COATS; 1 Straw Cutting MACHINE with Spare KNIVES; 15 Great and Watch COATS; 5,000 Colored Cotton HANDKERCHIEFS; 75 Woollen JERSEYS; 8 TENTS; a number of Grey BLANKETS; 1 HANDCART; a large quantity of Calico and Flannel BAGS for Cartridges, and about 9 Barrels GUNPOWDER, no longer required for H. M.'s Service, &c., &c., &c.
Also,
Quantities of Old BRASS, COPPER, Wrought and Cast IRON (including 1 Chain CABLE); PEWTER; Cotton and Woollen RAGS; TIN, WOOD, ZINC, &c., &c., &c.
Also,
A number of Empty Porter CASKS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
C. M. MOONEY,
Assistant Controller.
1852 Hongkong, 5th November, 1874.

PUBLIC AUCTION OF REAL ESTATE.

HONGKONG, SINGAPORE AND BORNEO TRADING COMPANY, LIMITED, IN LIQUIDATION.

LAMMERT, ATKINSON & Co. have received instructions to Sell by Public Auction, *without reserve*, on
MONDAY,
16th November, 1874, at Noon, on the Premises,—
The GODOWNS, COAL SHEDS, HOUSE, OFFICES, and PIER, situate at West Point, belonging to the above-named Company.
For Further Particulars, apply to the Auctioneers.
TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of the hammer, the remainder on transfer. Expenses of transfer to be borne by the Purchaser.
1831 Hongkong, 3rd November, 1874.

FOR SALE.

A FOUR-HORSE Power Upright Stationary ENGINE and BOILER, Complete.
Apply to
A. MILLAR & Co.,
Plumbers, &c.,
Queen's Road East.
1341 Hongkong, 27th August, 1874.

MINAS DE CARBON DE PIEDRA, ESPERANZA Y CARIDAD, CEBU, COMPOSTELA.

ISAAC CON-UI, PROPRIETARIO.

EL que suscribe deseoso de plantear una linea Férrea desde las espresadas Minas á los depositos existentes en la playa del pueblo de Compostela cuyo trayecto es de 7 millas invita á todos los que deseen tomar in construccion de dicha linea Férrea en la forma siguiente.
Pagando en tres plazos de un año cada uno abonando el interes que mutuamente se convenga á un tanto por cada tonelada de carbon que en los mencionados tres años se esplote de las referidas minas. Las personas que deseen efectuar esté negocio se serviran dirigirme sus proposiciones ya basadas en las que anteceden ó en las que ellos judgen convenientes escritas en Idioma Castellano en el termino de 6 meses á contar desde la fecha de la publicacion.
1814 Manila 21 Octubre 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD.
(Will be absent until about November 10th.)
tf 247 Hongkong, 5th October, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, remetalled, repaired, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co., *Agents.*
tf 1028 Hongkong, 1st July, 1874.

Intimations.

THOMPSON & HIND
Invite Inspection of
THEIR NEW GOODS
FOR THE
AUTUMN AND WINTER SEASON.
LADIES' DRESSES,
In "HOME SPUN" and other new Materials.
LADIES' PARIS TRIMMED HATS
AND
BONNETS,
CLOTH JACKETS AND MANTLES,
Plain and Trimmed with Fur.
RICH BLACK SILKS,
In Grograin and Ducape.
PLAID SHAWLS
AND
AUSTRIAN BLANKETS
For Chair Rugs.
THE UNIQUE BODICE AND "MARIE STUART" CORSET.
COTTON AND LINEN SHEETING,
AND
HOUSEHOLD DRAPERY.
33, *QUEEN'S ROAD,*
HONGKONG.
1767 Hongkong, 26th October, 1874.

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

(TOWN OFFICE:—ON MESSRS. LANE, CRAWFORD & Co.'s PRAYA PREMISES.)

THE GENERAL MANAGERS of the above Company beg to announce that, having secured the Services of a skilled English Pastry-cook and Baker, they are making daily, and are prepared to receive orders for, all kinds of CAKES, BISCUITS, and BREAD. Samples of which may be seen at the Office, or will be forwarded on application.

Cakes.	*Fancy Biscuits.*
POUND CAKE.	CUSTARD BISCUITS.
MADEIRA "	QUEEN'S "
SEED "	ASSORTED "
SULTANA "	GINGER "
TIFFIN "	BRANDY WAFERS.
SCOTCH SHORTBREAD.	GERMAN WAFERS.
Plain Biscuits.	
SODA BISCUITS.	BUTTER BISCUITS.
WATER "	ABERNETHY "
WINE "	CHEESE "

Also,
Oatmeal Cakes, Breakfast Buns, plain and with fruits; Scotch Scones; Milk Scones; Wheaten Bread; Cottage Bread; Twisted Rolls; French Bread; Brown Bread; Soda Bread; Scotch Buns, &c., &c.
WEDDING and CHRISTENING CAKES made and decorated.
1m 1810 Hongkong, 2nd November, 1874.

THE HONGKONG WHARF AND GODOWNS,
(FORMERLY THE HONGKONG FIRE AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY FOR BUSINESS. Advances made on Cargo, Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate that their DEPOT at No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS, was OPENED ON THE 16TH SEPTEMBER, with a Stock of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever; and are prepared to execute Orders for any quantity at
TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or Agents.
The DEPOT will be opened from 5 A.M. till 6 P.M., and ICE can be had at the WORKS at EAST POINT any time during day or night.
Order Books can be obtained either at the DEPOT or at the WORKS.
KYLE & BAIN,
Proprietors.
1455 Hongkong, 17th September, 1874.

NOTICE.

NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.
tf 1042 Hongkong, 2nd July, 1874.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and GILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 742 Hongkong, 13th May, 1874.

STEAM FERRY.

THE Commodious Steam-Launch "*KOW-LOONG*" will RUN DAILY between HONGKONG and SOW-KE-WAN from 6 A.M. to 6 P.M.
Gentlemen wishing to charter her for travelling at sea, for short or long voyages, or towing any Cargo Boat, are requested to apply to
AH YON,
Kwong Hing Shop,
57, *Praya West.*
tf 1749 Hongkong, 23rd October, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one FIRST-CLASS RISK, at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
383 Hongkong, 1st March, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

Intimations.

NOTICE.

TENDERS will be received by the Undersigned, on or before TO-DAY, the 10th November, at Noon, for the INTERNAL and EXTERNAL PAINTING, LIME WASHING, and COLORING of the ROYAL NAVAL HOSPITAL and OUT-BUILDINGS, and for the EXTERNAL PAINTING and COLORING of the SURGEONS' QUARTERS.
Particulars of Work can be obtained on Application.
J. BREMNER,
Naval Storekeeper.
H. M. Naval Yard,
Hongkong, 31st October, 1874. [9d 1813

FOR SALE.

CHAMPAGNE:—
TH. ROEDERER GLADIATEUR, ... Pints.
KRUG, Red Seal, ... do.
DE ST. MARCEAUX CARTE BLANCHE, do.
BURGUNDY WINES:—
CHAMBERTIN.
CORTON.
NUITS.
VOLNAY.
BAUNE.
HOCK:—
LIEBFRAUMILCH.
RUDESHEIMER.
JOHANESBERG.
HOCKHEIMER.
CLARETS:—
CHATEAU LAFITTE, Quarts.
" " Pints.
" LEOVILLE, Quarts.
" MARGAUX, Quarts.
ST. JULIEN-MEDOC.
ST. EMILION.
MESS-CLARET.
CLARET in Casks, Superior Quality.
BRANDIES AND OTHER:—
COURVOISIER GUILLIER FRERES.
JAS. HENNESSEY
Do.
JULES ROBIN.
OTTERBAND PALMER GIN.
Do. WHISKY.
ALE, GIN, in Square Bottles.
Apply to
E. CHASTEL,
No. 50, Queen's Road Central.
1835 Hongkong, 3rd November, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

ESTABLISHED IN 1830.

C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.
C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.
Every table is made of *solid wood, well seasoned and not veneered.*
The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers and are much more durable and lively than English-made cushions.
No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.
Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.
C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.
C. L. and Co. have always on hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.
Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.
Eighteen light ring burner Gas Pendants, with rod to suspend over table.
C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for THE NEW PATENT ELECTRIC BILLIARD MARKER, by means of which the score can be marked from the position of the table.
Price Lists, Catalogues, and all information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 874 Hongkong, 1st May, 1874.

Intimations.

NOTICE.

PERSONS wishing to CONTRACT for the ERECTION of a MATSHED THEATRE at Shameen, Canton, are requested to call on Professor VANEK, at the HONGKONG HOTEL.
1857 Hongkong, 10th November, 1874.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE British Steamship
"HINDOSTAN,"
Captain J. A. Miller, will leave this for the above Ports on SATURDAY, the 14th inst., at 3 P.M.
Despatches will close at 2.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
5d 1854 Hongkong, 10th November, 1874.

FOR MANILA.

THE Steamship
"HAI-LOONG,"
Captain Abbott, will have immediate despatch for the above Port.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1856 Hongkong, 10th November, 1874.

FOR SHANGHAI.

THE German Steamer
"SYLVIA,"
Johannsen, Master, shortly expected from Singapore, will quick despatch as above.
For Freight or Passage, apply to
WM. PUSTAU & Co., *Agents.*
tf 1855 Hongkong, 10th November, 1874.

FOR SALE.

A CARGO of Best MANILA HARDWOOD, including LOGS, 96 feet long and 26 inches square, to arrive per French Barque "*Amiral Dewouès,*" shortly expected from the Philippine Islands.
For Particulars and Terms, apply to
CARLOWITZ & Co.
tf 1850 Hongkong, 9th November, 1874.

FOR SALE.

LETTS'S DIARIES for 1875, containing ANGLO-CHINESE CALENDAR.
LANE, CRAWFORD & Co.
1d 1791 Hongkong, 29th October

NOTICE.

ALL Persons having CLAIMS against the Estate of the late Captain JOHN C. FINE are requested to communicate with the Undersigned; and all Persons being indebted to the said Estate are requested to make Immediate Payment to

JOHN S. LAPRAIK,
Administrator.

1772 Hongkong, 27th October, 1874.

NOTICE.

GABRIEL DUBOST, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to furnish Particulars of same to the Undersigned, on or before the *1st day of March*, 1875, after which date they will not be recognised; and all Persons indebted to the said Estate are requested to make Immediate Payment.

ED. CHASTEL,
Executor.

1m 1759 Hongkong, 24th October, 1874.

NOTICE.

In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognised.

And all Persons being indebted to the said Estate are requested to make Immediate Payment.

J. FAIRBAIRN,
Administrator.

1d 1777 Hongkong, 27th October, 1874.

BIRTHS.

On the 25th Sept., the wife of THOS. W. DENT, of Limpsfield, Godstone, Surrey, of a son.

On the 26th Sept., at Lee, Kent, the wife of HENRY M. C. WELSH, P. and O. Company's service, of a daughter.

On the 30th Sept., at Leigh Hill House, Cobham, Surrey, the wife of HENRY B. HOW, of a son.

MARRIAGES.

On the 28th Sept., at St. Mary's-of-All-Angels, Bayswater, YORICK J. MURROW, formerly of China, to MARY THERESA SAYERS, daughter of Capt. Sayers, late 64th Regt.

On the 17th September, at St. John's, Paddington, THOMAS BRODIE WARDLAW, formerly of the 38th Regiment, second son of the late D. B. Wardlaw, Esq., of Gojermount, County Mid-Lothian, and of Blomfield Terrace, Paddington, to EMMA, youngest daughter of the late Richard Holmes, Esq., of Kentish Town. No cards.

1888

On the 22nd Sept., at Altona, ARNOLD SCHETELIG, medical doctor, late of Hongkong, to FRIEDERIKE AUGUSTE JULIE VON PUSTAU, daughter of Wm. von Pustau, of Alton, and late of Hongkong.

DEATHS.

On the 29th Sept., at Great Marlow, in the 38th year of his age, HARCOURT WILLIAM HARDY, late of Shanghai, eldest son of George Drake Hardy, of Bruce Lodge, Tottenham.

On the 30th Sept., of consumption, LINDA, 4th daughter of the late John Batt, of Highbury-grove, aged 31.

The Daily Press.

HONGKONG, NOVEMBER 10TH, 1874.

THE memorandum which the Hon. Mr. AUSTIN, when acting as Administrator, appended to the finding of the Court of Enquiry into the loss of the steamer *White Cloud*, which runs: "Confirmed, but nevertheless I think it right to put on record my opinion, which is that, inasmuch as both men have given proof of their ignorance and incompetency, they should have been deprived of their certificates" is as injudicious as uncalled for. It is injudicious as displaying a total ignorance or forgetfulness of the range of punishments ordinarily awarded in the form of suspensions of certificates; it is uncalled for because the signature of the Governor or Administrator to the findings of Courts of Enquiry is in ordinary cases a mere matter of form, and the provision is obviously only made in order to avoid any extreme irregularity, in which case the Governor, by refusing to confirm the decision, would necessitate its being reconsidered or modified. Mr. AUSTIN's opinions upon many subjects—for example, principles of finance—may be very valuable, but we are not aware that he has any special qualifications to speak upon nautical subjects, and it was, therefore, a presumption on his part to place his opinion against the opinions of the qualified persons who sat on the Court. Had there been some mistake as to the facts, as to the principles or the forms of procedure, or had the decision gone counter to them, it was in his power and province to refuse to confirm the finding, but to thrust his views forward with regard to a matter which was purely one of opinion, and upon which, therefore, nautical men must be far better qualified to judge than he can possibly be, shows a complete misunderstanding of his position and powers in the matter. It is besides a piece of absurd inconsistency. If the decision of the Court deviated from what it should be sufficiently to justify him in taking any cognisance of the matter, he ought clearly to have refused to confirm it. To give his confirmation to it, and at the same time to dissent widely from it, is to display to the public the very unseemly exhibition of the Chief Administrator in the Colony declaring the recognised tribunal before which a matter was investigated incompetent to perform its duties, as it must be, if the opinion of a landsman is to prevail as to a matter which is entirely within its discretion.

But in the memorandum, which Mr. AUSTIN thought fit to append, he displays a complete ignorance of the kind of sentences which are ordinarily passed by Courts of Enquiry. It is not to be denied that the Captain and Mate of the steamer neglected to take the proper precautions for the safety of the vessel, and were justly open to punishment. But, so far from the Court having been lenient, everybody who knows anything about such matters, with the exception of Mr. AUSTIN, must recognise that suspension of certificate for eighteen months, and six months respectively, was a very heavy sentence. One instance, which will be in the recollection of most people in China, namely, the case of the P. and O. steamer *Carnatic*, will be sufficient to show this. In that case, the Captain landed the vessel on a Coral reef in a well known part of the Red Sea in broad daylight; and although one half of the vessel was hanging over the reef, he not only did not take steps to land the passengers, which could easily have been done; but actually prevented any of them from going off. The consequence was that in the course of one or two days the vessel suddenly broke in half and a large number of passengers went down with it. Greater carelessness and incompetency could scarcely have been displayed, and yet the punishment awarded was not more than six months' suspension of certificate. Surely for the faults in connection with the *White Cloud*, the suspension of the Captain's certificate for eighteen months, and of the Mate's for six months was ample—if the ordinary practice of naval courts and not some fanciful ideas of a Colonial Secretary stranded for a fortnight into the position of Governor is to be taken as the guide by which punishments are to be meted out. It is well known that suspension of a master's certificate for six months is often nothing less than ruin, and is nearly always a most serious drag upon him for the remainder of his career. Suspension for eighteen months is to anyone, who will take the trouble to reflect, a most serious thing to a man who has only his profession to depend upon, and is, certainly as heavy a punishment as anybody imbued with those considerations of mercy with which justice should ever be tempered, could wish to inflict. If mistakes on the part of Government officials were to be visited with the severity which Mr. AUSTIN went out of his way to advocate in this case, we are afraid that some officials would fare rather badly. There is also another point in connection with the matter which makes the decision arrived at a severe one, and that is, that it is that both the Mate and Captain have their certificates suspended in connection with the same matter. It is certainly severe upon the latter; as, as long as the Captain was in charge he could not of course interfere with his discretion. Certainly the finding is not upon any grounds one which ought to be disturbed in the direction of increased severity; and we hardly think the Hon. Mr. AUSTIN will increase the confidence of the Home Government in his discretion by the extraordinary memorandum which he went out of his way to append to it.

Mr. Justice Snowden sat in the Summary Jurisdiction Court, yesterday, but the cases were of a trivial character and devoid of public interest.

We are informed that the report mentioned in yesterday's paper, that a loan of $2,000,000 had been concluded with the Chinese Government by the Hongkong and Shanghai Bank, was premature.

Since to-day's article was in type we hear that the legality of the finding in reference to the loss of the *White Cloud* has been questioned, and that, if it be not set-aside by H.E. Sir ARTHUR KENNEDY, an appeal to quash it will be made to the Supreme Court.

In commenting upon the Hongkong Mercantile Shipping Ordinance, the *London and China Express* heartily congratulates the Acting Attorney-General of the Colony, the Hon. T. C. Hayllar on the energy and care which he has bestowed on the measure, and His Excellency the Governor on the wisdom which dictated its preparation.

From the above paper we take the following:—

We hear that Mr. Edward Solbe, interpreter in the Consular Service, and now on leave, has retired, owing to ill health. Mr. Solbe joined the service in 1863. His pension will be calculated on the new scale of ten years' service, counting as fifteen for retirement. We hear that further retirements from the service have been decided on, including Mr. J. P. M. Fraser, Mr. Davenport, Vice-Consul at Shanghai, proceeds to his post this month.

We understand that a scheme is being organised by Messrs. Siemens Brothers for a submarine cable from Queensland to Singapore, and from there on to China and India, as well as a line between Sydney and New Zealand. The proposed project is stated to have the support of the Government of Queensland, New South Wales, and New Zealand, who guarantee £30,000 per annum.

The *Journal Officiel* of Paris announces that, by a decree dated 30th Sept., the *contre-amiral* Duperre, chief of the staff of the Admiralty, is nominated Governor of French Cochin-China and commandant-in-chief of the naval division of Indo-China, in the place of the *contre-amiral* Dupre. The *contre-amiral* Garnault succeeds M. Duperre.

The telegram announcing the typhoon at Hongkong on the night of the 22nd Sept. was received, *via* Singapore, on Monday, the 28th, at ten a.m.; and, *via* Amoy and Shanghai, we received the next day particulars of vessels lost and injured.

A paragraph has appeared in the papers to the effect that Sir Harry Parkes, our Minister in Japan, has been urging on the Japanese to war against China. We need hardly say that the statement is a pure invention without foundation.

POLICE INTELLIGENCE.

November 9th.

BEFORE JAMES RUSSELL, ESQ.

STREET CRIES.

One of those nuisances which the public have to endure came before his Worship in the shape of a hawker of crabs, Leung Alim, who was charged with bawling out wares which he had no right to sell beyond the market enclosure. He was fined 50 cents.

THEFT.

Mrs. Mary Ann Jackson, the wife of Police Sergeant Jackson, of the naval force at Kowloon, charged a boy named Chun Hop Lee with picking her pocket in the Central Market whilst making purchases that morning, taking four ten cent pieces and a few cash.

Complainant said she seized the defendant's hand, being drawn out, when the money fell on the ground, and the defendant struggled hard with her, pushing her violently against the stone stalls and hurting her very much. None of the inhuman Chinese standing by would assist her, and a constable came and arrested the defendant. The servant only assisted to prevent him getting away.

The defendant was sent to three months' hard labour, and ordered to be flogged twice, twelve strokes each time.

THE GODS IN THE GALLERY.

On Saturday evening the Sing Ping Theatre was thrown in a state of uproar in consequence of the audience shewing their appreciation of the acting by throwing cushions from the gallery on to the stage, stopping the performance. Two of those present, Ho Akow and Chu Ato, were however apprehended by the police, and were sent to seven days' hard labour.

A Chinese servant, Chang Apoo, was charged by P.C. 63 with putting the body of a male child in a basket and hanging it to a tree on the hill side near Pokfulum. However, as a medical certificate shewed the child died from natural causes, and the father of the child said he only took it out of the sight of his wife, who was crying dreadfully about its death, till he had time to bury it, he was discharged with a caution.

CUTTING AND WOUNDING.

The remanded case, in which the Chinese steward to Captain Wheareat, of the British bark *Mathilda Atheling*, was charged by P.C. Mogridge, with stabbing the Chinese cook on board, was further remanded in consequence of the wounded man not being able to leave the Civil Hospital.

UNLAWFUL DETENTION.

Cheung Ping Choi, employed at a joss stick shop at Shek Lung, charged an old woman, named Ho Alum, with unlawfully detaining his little girl, 8 years of age, named Cheung Atai, and on suspicion of kidnapping her from Shek Lung.

Complainant said that he bought the girl when a child for $6, and adopted her as his daughter. She was playing by herself on the 26th ulto. in front of his door at Shek Lung, when suddenly he missed her. The defendant was living in the same house with him, her husband being there also. She left the house on the 25th, and after offering a reward of $2 for information, he learned on the 27th that she had left the place that day in a boat, taking with her the child. He was told that she went to Hongkong. He came to Hongkong himself in search and was informed by some person that the defendant had gone to Canton. He was subsequently told by a fortune teller, that she was still in Hongkong and would be for two days. He, yesterday, met her leading the child through the street, and a lukong coming up he gave her into custody. The defendant used to be very kind to the child.

The defendant said she went to Canton on the 25th ultimo, from Shek lung, and on the 27th met a woman with the girl and at once recognised her. She asked the woman how she came by her, and she said she had permission to bring her to see some amusement. She said there was plenty of that in Hongkong, and she was asked by the woman to accompany her to Hongkong, which she did on the 28th ultimo. She had been here ever since, and the girl has been taken to one of the theatres here. The woman returned to Canton on the 7th instant.

The case was then remanded till to-morrow (this day.)

ALLEGED EXTORTION.

Mr. J. Ellis charged chair-coolie No. 443, with attempting to extort money for chair hire from him.

Remanded till to-morrow (this day.)

BEFORE C. MAY, ESQ

ASSAULT.

Wong Yun Ku, a seaman, residing in Third Street, charged a fellow lodger, Chun Pak Wing, with assaulting him.

Complainant said the defendant lived up stairs and kept an unlicensed opium saloon. Last night there was a great noise by customers, and he remonstrated with him for it, when the defendant struck him on the head.

The defendant denied the charge, and said the complainant was obstreperously drunk.

P.C. Campbell said the complainant was drunk when brought to the station.

The defendant was discharged.

ALLEGED THEFT.

Leung Ahi, a servant boy to Mrs. Maria De Silva, was charged by his mistress with stealing property from her valued $5, on Sunday morning.

Complainant said before she went to church the defendant left the house and did not return there. On her return she found he had come back, and soon discovered that a chain made of silver washed with gold and some brass forks were missing. The defendant came back at 6 p.m.

The defendant denied the charge, and said he went to take his master's food to him, and on the road he ran against a man, and the things fell down, got broke, and the food was spoiled. He was afraid to go back, and took the opportunity of going for his box when his mistress was at church.

The case was then remanded till to-morrow (this day).

HIGHWAY ROBBERY.

Ng Aput, compradore at Government House, charged Low Arow, and another not in custody, with attacking him at the top of the narrow pathway leading up from St. Paul's College to the side gate of Government House and attempting to rob him.

Complainant said he had just returned from home at 7 p.m. on Sunday evening. He went along the upper road, and had just turned round into the narrow pathway leading to the gate, when he was seized by two men. He saw one had on a brown jacket. He raised an alarm, and Chinese constable No. 294 came out of Government House garden, gave chase and brought back the defendant. He identified the brown jacket, but could not speak as to the man's face, which he did not see.

Chinese constable No. 294 said he heard a cry and ran out, gave chase down the pathway, and turned on his bull's eye lamp to see which way they ran. As he got near the gate of the college he saw the defendant squeezing himself close into the wall to keep out of sight. He apprehended him.

The defendant said he only came from Macao the other day and was going up to the Government Garden to find his brother.

He was then sent out in charge of the police to point out where he had been staying. After returning, and the search being unsatisfactory, the case was remanded till to-morrow (this day).

NAVAL WARFARE.

Ng Apuk and four other cargo boat people were charged by Inspector Stroud and P.C. 97, with fighting with swords on board a cargo boat alongside the steamer *Pearl*, and seriously wounding one Chun Aching, who had to be sent to the Civil Hospital, where he now lies seriously wounded and injured about the head.

The case in consequence was remanded till the 12th instant.

MARINE MAGISTRATE'S COURT.

9th November.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "PARIS."

Mr. Jas. Jamieson, chief officer of the British steamship *Paris*, charged a fireman on board, John Doyce, with disorderly conduct.

Complainant said the defendant was drunk on the 8th instant, wanted to fight him, and abused the chief engineer.

The chief engineer corroborated this, and the defendant, who had nothing to say for himself, was sent to three days' imprisonment.

SHANGHAI.

The *N. C. Daily News* of the 5th has the following:—

Within the past few days there have three cases of either complete or attempted self-destruction among Chinese in these Settlements. A Cantonman, living in Hongkew, who had been out of employment for some time, and had become deeply in debt, was pressed by several of his creditors for payment of their claims. One of them went to the debtor's house early the other morning, and found him lying on the bed, apparently asleep. Inspection showed he was dead from opium-poisoning. The poor fellow had previously sent his wife on an errand, to her mother's, and in her absence took his own life.—In the second instance, a barrow coolie went into an opium shop in the Kiukiang road, the owner of which noticed that he looked very ill and weak. He went into the opium-smoking place at the rear of the shop, and shortly afterwards a peculiar noise was heard. The owner of the shop went into the room, and discovered the coolie lying on the board, with his throat badly cut. He had inflicted the wound with a sharp chopper he found in the room, severing two small arteries, but not touching the windpipe. He was removed to the Louza Station, and Mr. Inspector Wilson immediately ordered him to be taken to the Gutzlaff Hospital, Ningpo road. Dr. Jamieson there performed the necessary surgical operations, and for three or four days there seemed every chance of his life being saved. He said he was very poor, sick, and tired of his life, and should be sure to kill himself. The morning following this remark, he was found by a hospital coolie with his *queue* tied tightly round his neck, and nearly dead from strangulation. His life was again saved, but the repeated shocks, coupled with a deprivation from opium, to which he had been accustomed, proved too much for him, and he died. Having no friends to claim his remains, an inquest was held in the usual Chinese form, and interment was at the public expense.—The third case was one in which a native barber was called to the house of a silk merchant to perform his calling. While he was there, some rings were missed, and he was accused of stealing them. The property was, however, found shortly afterwards, all safe; but the accusation preyed so deeply on his mind, that he no sooner left the house than he went and plunged into the river from Keechong jetty. Fortunately some sampan men saw him and raised an alarm, and the would-be suicide was rescued, with the aid of a native policeman, who was attracted to the spot by the noise.

The *Courier* of the 4th inst. has the following:—

We understand that the master and agents of the French brig *St. Francois*, sunk on Monday night at the Hongkew Wharf by the steamer *Cawdor Castle* (of which particulars are given elsewhere) have not yet decided whether to abandon her and her cargo to those concerned, or to accept an offer made to raise and repair her to their satisfaction. To-day, the Harbour-master addressed an order to the Captain to have her at once removed, as her position alongside the Wharf causes both an obstruction to the traffic and a deposition of silt in Harbour. The French Consul-General has, at the request of the Captain, we believe, ordered two experts to make a survey of her, but we have not heard the result. There is some talk of detaining the *Cawdor Castle* till some settlement of the case is arrived at.

The well-known steamer *Appin*, according to rumours prevalent in the Settlement last night and to-day, had met with some unfortunate accident, the exact nature of which, however, no one seemed able to state. We are in a position to state authoritatively that, up to a late hour this afternoon, no news of any such mishap has reached those chiefly interested, and the whole story seems to be a mischievous *canard*, the sole foundation of which, that can be discovered, is the remark in the shipping report of a steamer recently arrived from the north, that after she left Chefoo, the steamer *Appin*, bound north, was observed at anchor in the lee of the Promontory,—a fact that need excite no surprise in view of the very severe gale, lasting for two days, reported by the P. & O. S. *Delhi*, on her voyage up the coast from Hongkong, at the same time.

The steamer *Cawdor Castle* has to-day had her cargo discharged into the Hongkew and Shanghai Wharf, to an extent sufficient to enable the necessary repairs to be applied to damage she has sustained. We believe the intention is to haul her out into stream and tilt her up so that the damaged portion of her hull will be raised out of the water, and thus admit of the necessary repairs being executed. The steam tugs have remained by her all to-day. A strong feeling is being expressed by experts as to the undesirableness of vessels of such a length and size being placed alongside a wharf in a tidal current after dark.

LOSS OF THE FRENCH BRIG "ST. FRANCOIS."

(*N. C. Daily News.*)

At about 10.55 p.m. on the 2nd instant the steamer *Cawdor Castle*, arrived the same day from Hiogo, while taking up her berth at the Hongkew Wharf ran into the French brig *St. Francois*, of 253 tons, which vessel was being discharged alongside the Wharf, opposite No. 11 godown. One fluke of the steamer's starboard anchor, hanging at the hawse, went through the brig's port quarter, and the other through her own starboard bow. In a few minutes after the occurrence it was found that the brig's pumps could not keep the water under, and the vessel was hauled to the lower end of the Wharf into shallow water. In twenty minutes she took the ground, and at high tide the water was level with her bulwarks. She only arrived on Thursday, from Freemantle, and had commenced to discharge her cargo of sandalwood on Monday. Every exertion was made to lighten the ship, but such was the extent of the damage she had sustained, that the crew were only able, with the assistance of coolies from the wharf, to keep her afloat a short time, and hurriedly save a portion of their effects. As soon as the steamer was made fast, it was found that water was coming in rapidly in the fore compartment, and measures were at once taken to confine it to the one compartment. At 7 a.m. yesterday a steam pump and divers were procured from the Tugboat Co., and the diver, after several attempts, succeeded in discovering and putting a patch upon the hole, which proved to be 12 inches deep by 18 in width. The hatches were then removed, and steam being supplied from the tugboat *Orphan* the pump was started, gangs of coolies in the meantime discharging what cargo could be got at. The pump rapidly gained upon the leak, and at 1.30 p.m. reduced the water from 17 feet to about 8 feet in the lower hold. The cargo damaged consists of about forty tons of cigars and Japanese curios, for London, and about one hundred and forty tons of seaweed, fish, and cassia for Shanghai. The steamer will have to go into dock for repairs. At the time the steamer was coming alongside, the tide was ebbing, and it is supposed that the pilot, as in the case of the *Sarpedon*, did not allow sufficiently for the force of the current, which catching the bows as the vessel comes at an angle to it, has a strong tendency to turn its head to, instead of broadside to, the Wharf. It is feared that she shook has not only done local damage to the brig, but strained her severely all through. The practice of moving large steamers at night is reprehensible; the gain of a few hours time which it affords can scarcely counterbalance the risk of serious losses both to underwriters and owners.

THE RECENT NEGOTIATIONS AT THE CAPITAL.

The *N. C. Daily News* of the 3rd instant has the following:—

A number of rumours were floating about yesterday concerning the conclusion of the negotiations between China and Japan. It was stated with some positiveness, as having come from at least one Legation in Peking, that the withdrawal of the Japanese Ambassador and resident Minister meant a rupture in relations and the declaration of war. We have endeavoured to get this statement confirmed, but fail to hear that anything of a similar tenor has been communicated to the officers, Naval or Consular, who are officially interested, and whom previous dispatches from Peking have placed specially in a position of expectancy on the point. Another statement, which reaches us on authority as good as any apparently attainable at present, is to the effect that though a very irritated state of feeling existed lately, as our Peking correspondent reported the other day, it had been allayed, and the Chinese had made up their minds to secure peace by paying the Japanese a handsome sum (five million taels, it is said) not as "indemnity," but as solatium for the murder of the Loochewans in Formosa, and for the expense Japan has been put to in connection therewith. The statement is made in a letter received from Peking yesterday. Our Tientsin correspondent, however, takes the reported rupture for granted, and from another source we hear that when the Shantung left that port, on the morning of the 28th, a rumour was current that the negotiators had been unable to come to terms. The Chinese, it was said, had terminated discussion with an intimation that if the Japanese troops were not at once withdrawn from Formosa, force would be used to expel them. Great activity prevails at the Peiho forts. Were it not for the large amount named, we should be inclined to believe that the matter had been patched up, but five million taels seems rather a high figure, though we have some grounds for saying that it is not more than the Chinese, a few months ago, expected to have to pay.

The Tientsin correspondent of the above paper writes:—

This evening I heard from the best authority that the Excellency Mr. Okubo, the Japanese High Commissioner, and suite, and his Excellency Yanagiwari, the Japanese envoy, and suite, left Peking early yesterday for Tientsin, *en route* for Japan. I hear also this evening that Mr. Hill, pilot, has come up from Taku, to take the Japanese gunboat *Moshin* to sea. The *Moshin* is consequently ready to leave Tientsin within a couple of hours after the appearance here of the Japanese Legation. A rupture having, as I understand, taken place between China and Japan, and the two Governments having during the last few months been making every preparation for war, we may conclude that hostilities will commence before long. It is possible that their Excellencies Mr. Okubo and Yanagiwari may reach here during to-night or early to-morrow, and that the *Moshin* may start for the Taku anchorage, where the two Japanese despatch boats are lying, at daylight to-morrow.

This afternoon, Li Hung-chang, the Governor General of Chihli, made a visit to the Russian gunboat lying off this settlement. After his Excellency had been on board for about an hour, the commander of the gunboat exploded a torpedo sunk in the river off his vessel, raising the water some forty feet in the air, while the ground on the hund shook, and the shock similarly felt at the British Consulate, near which the gunboat is moored. The Governor General had a salute of fifteen guns given him on his arrival. The Chinese gunboat *Chinhae*, lying at the bottom of the foreign anchorage, shortly afterwards fired a salute of fifteen guns. The Governor General stayed till dark on board the gunboat.

27th October, 1874. PURITAN.

On the 5th inst. the above named paper has the following. It will be noticed that it places the amount of Indemnity at only Tls. 500,000, instead of Tls. 1,500,000 according to our telegraphic information:—

We hear on pretty good authority that there will be no war between China and Japan. A despatch to a local Chinese officer of high standing, states that an arrangement has been come to. The Japanese asked for an indemnity of five millions, but as the Chinese firmly opposed the demand, they reduced it by three millions. Still the Chinese would not yield, but further bargaining brought the amount down from two millions to half a million taels, with which Okubo was fain to be satisfied. The only question remaining to be settled at the time the despatch was written, as we are informed, was whether the money should be handed over before or after the retirement of the expedition from Formosa. But there can be little doubt that, if matters have been arranged so far, the negotiators will trust each other to fulfil the details of the engagement. Our informant adds that the withdrawal of Mr. Yanigawari from the capital along with Mr. Okubo, is deprived of any untoward significance by the fact that the Japanese Legation is left in charge of his second in command. It is highly probable that Mr. Yanigawari returns with the special Embassy, in order to give an account of his own share in the negotiations; and after the position he has held during the present year *versus* the Tsung-li Yamên, it would be in accordance with diplomatic courtesy and usage that he should be replaced as Resident Minister at Peking by some high officers who has not been mixed up in the recent unpleasantness. The foregoing statement is more consistent with our last news direct from Peking than were the rumours of war in circulation after the arrival of the *Shantung*, but we give it of course subject to confirmation.

SQUEEZING IN HONGKONG.

The Shanghai *Courier* has the following remarks upon the above subject. That paper is evidently not aware that taxing offices for Opium are known to exist in the Colony in connection with the cruisers and that not long ago a receipt for duty, paid at one of them got into the hands of a member of Council and the fact was brought to the cognisance of the Government in the course of the enquiry instituted by the recent commission:—

"*Apropos* of the 'Blockade' question, the *Daily Press* of the 26th of October says that it is stated, on what is believed to be good authority, that the mandarins at Canton positively declare that Sir Brooke Robertson, the British Consul there, has admitted their right to tax not opium only, but any other foreign imports, through taxing offices in the Colony. The assertion is almost incredible; and, at any rate the Hongkong authorities are, we hope, not likely to carry out the idea. They have a precedent in the fact that some seven years ago, certain taxing offices that did exist, under the rose, in the colony, closed their establishments and made off post haste, on Sir R. G. MacDonnell threatening to prosecute them; and we trust this precedent will be followed in case of the Kwang Tung mandarins having the impudence to set up any such squeezing stations on British soil."

SHANGHAI RACE.

(*N. C. Daily News.*)

THIRD DAY.—*2nd November*, 1874.

Shortly after noon, the first saddling bell rang for

1.—THE SHANGHAI HANDICAP.—Value, Tls. 100.—For all China Ponies that have run at this Meeting.—To be handicapped by the Stewards after the Second Day's Races.—Entrance, Tls. 11.—One Mile and a Half.

Mr. Sheppard's black Souvenir 10st 10lb..... 1
„ Godolphin's grey Godolphin 10st 0lb..... 2
„ Eccles' black Amanuensis 10st 12lb..... 3

For this handicap, only a field of six out of an entry of 21 mustered at the post, showing that the apportionment of weights was either too wide, or that the several owners of the withdrawn ponies were dubious of their power. They got away at the first attempt, but Forward Ho, for unexplained reasons, did not start with the rest, but galloped after them at nearly a quarter of a mile distance, and of course standing no chance of either race or place. The pace was very easy the first time passing the Stand, but at the stables, Souvenir who had been leading, closely followed by Amanuensis from the Stand, began to improve the pace, and, being next the rails, seemed likely to keep the lead. After passing the stables, however, Tullochgorum came away with a rush and went into first place, but was able to maintain it only till about the ¾-mile post. The pace now generally became faster, and Souvenir shortly going to the front again ultimately won easily in a canter by several lengths, Godolphin second, Amanuensis a bad third, and the rest anyhow. Time—5min. 26¼ secs.

2.—THE MEMBERS' PLATE.—Value, —Presented by several Members of the Shanghai Race Club.—For all China Ponies not otherwise entered at this Meeting, and that have never been placed in any Race.—Weight, 10st. 7lb.—Entrance, Tls. 5.—One Round.

Mr. Field's grey Andante 10st 9lb..... 1
„ Bill's grey Seabird 10st 7lb..... 2
„ Jos. Dawson's brown Tar Baby 10st 7lb 3

The four ponies who came to the post made a very pretty race, which amply compensated for paucity of numbers. Seabird and Andante started favourites at 2 and 3 to 1. Seabird jumped away with the lead, closely followed by the other in struck. Tar Baby soon showed a disposition to try for the leader's laurel, and challenged him in such a manner that he raced him shoulder and shoulder for some distance; but he quickly gave place to Andante. At the Monument, however, Seabird again ran to the post of honour, but on entering the straight was challenged by Andante, and an exciting race ensued between the two, Andante leading to the distance post, when Seabird, answering to his jockey's final call, pressed Andante so finely as to lead to the belief that he would land a winner. A slight advantage which he gave Andante, by swerving as they passed Bellevue, enabled the latter to, win by a head. Time—2m. 47½s.

3.—THE CHIASZE CUP.—Value, Tls. —Presented by the Chinese of Shanghai.—For all China Ponies.—Weight for inches as per scale.—Winners of the Belle Vue Cup, Shanghai St. Leger, or Storekeepers' Cup, 7lbs. extra, penalties accumulative.—Entrance, Tls. 10.—Two miles.

Mr. Kushan's dun Tallapoosa 10st. 8lb..... 1
„ Spynie's grey Benachie 11st. 1lb..... 2
„ Sheppard's black Souvenir 10st. 11lb..... 3

The only excitement regarding this race, was as to whether Tallapoosa would be able to maintain the fast lead he jumped off with at starting. The race being two miles, Up the far side of the Course the ponies straggled out, owing to the rapid pace made by the leader, who was supposed by some to have bolted. Sincere and Benachie held second and third places, attended by Oceola, until Belle Vue was reached. Here Tallapoosa at last gave place to Sincere, who retained the lead, with Tallapoosa second, to the Stables' corner, when Sincere lost his honours and dropped away into his former position. In this order they raced to the three-quarter distance, but on approaching the Monument, all drew close, Oceola running hard with Souvenir, who, however, refused to yield, and in the effort pressed Benachie very closely. Tallapoosa still leading, ran in an easy winner, Benachie second, and Souvenir a good third. Grindstone and Cakes and Ale were respectively seventh and last, a wide distance separating them. Betting at starting was 2 to 1 on the field against Tallapoosa. Time—4min. 37secs.

4.—THE CONSOLATION CUP.—Value, Tls. 100.—For all beaten Ponies at this Meeting.—Weight for inches as per scale.—Entrance, Tls. 5 each.—Once Round.

Mr. Stead's grey Sincere 10st 11lb..... 1
„ de Roquette's cream Tourterelle 9st 13lb. 2
„ Pye's bay Pepin 10st 5lb..... 3

Tourterelle was not favourite at starting, but in some more cautious quarters was held at 2 to 1 or even against the field. At starting, Sincere went off with the lead, Tourterelle and Redskin in close attendance. At the quarter mile, Redskin was second, and at the half mile various changes occurred in the position of the ponies, Tourterelle again making for the lead; on nearing the Monument, Pepin was seen to be approaching the leaders, but his effort to overtake them resulted in failure, Sincere and Tourterelle maintaining their positions. Up the straight there was no change, but Tourterelle's jock whipped in a way that showed he could scarcely win, and the result was that Sincere went in a winner by a length and a half, half a length between second and third. The race throughout was a tail, the ponies running either singly or in pairs, until nearing the Monument, when they closed in a rack. Time—2 min. 46¼ secs.

5.—THE CHAMPION SWEEPSTAKES.—A forced entry for all Winners, optional for the Winner of the Welter Cup, Members' Plate, and all other Ponies that have run at this Meeting.—Weight for inches as per scale.—Tls. 10 each.—One Mile and a Quarter.

Rouble..... 10st. 5lb. 1
Tallapoosa..... 10st. 8lb. 2
Mudjekeewis..... 10st. 8lb. 3

Thirteen ponies out of the sixteen forced entrants for this race, came to the post. After two attempts to get away, the third was successful. Tourterelle went off with the lead, and at the Stables' Corner the order was Tourterelle, Sincere and Rouble. On the run from thence to the half-mile Mudjekeewis drew upon the leaders, and Rouble also rushed into first position, the order now being Rouble, Mudjekewis and Tourterelle, the remainder of the ponies being in a body and in close attendance. Approaching the Monument Tallapoosa was seen to be making for the front, while the rack closed up considerably on the leaders. There was no alteration in the order of running in coming down the straight until the Belle Vue was reached, when Tallapoosa, putting on a spurt rushed up to Rouble and nearly wrested the honours from him, the latter only winning by a head, Mudjekeewis being a close third. Time—2m. 45¾s. The betting on this race was 2 to 1 against Rouble, and even against the field on Mudjekeewis.

6.—THE LOONG FEI CUP.—Value, Tls. 100.—Presented by the Proprietors of the Shanghai Horse Bazaar.—For all Griffins that have run at this Meeting and not been placed in any Race.—The Second Pony to receive Tls. 50 from the Fund.—Weight for inches as per scale.—Entrance Fee, Tls. 5.—Once Round.

Mr. Voisin's grey Flageolet 10st 5lb..... 1
Lord Noseeoze's white Plenipo 10st 8lb..... 2
Mr. Lucas' roan Plymouth Pastor 10st 5lb.... 3

Solitaire jumped away with the lead, after one impatient attempt, and made the running very fast, until the three-quarters distance, when Plenipo began to draw to the front. A good race ensued until the Monument was reached, where Plenipo ran to the fore, but no other changes of note occurred, although the tail was somewhat reduced by all the ponies getting together. Flageolet now began to evince a disposition for mischief, and on coming into the straight, showed clearly in front, although so well attended by Plenipo and Plymouth Pastor as to make it doubtful whether he would reach the winning post first. He was, however, not headed, and finally came in a winner by about three lengths, Plenipo beating the Pastor easily for second place, the rest nowhere. Time—2 mins. 49½ secs.

7.—THE COSMOPOLITAN CUP.—Value, Tls. 100. A Steeplechase for all China and Japan Ponies.—Weight, 10st. 7lbs.—Entrance, Tls. 5 each.—Twice Round a Course selected by the Stewards.—Winner of the Grand National Steeplechase excluded.

Mr. Dick's dun San Mah 10st 13lb..... 1

To describe this race would be an impossibility, the only remarkable events in it being the persistent and unqualified refusals of the steeds to take the leaps, and the perseverance of the jockeys in the endeavours to force them over—or through. Such a variety of efforts resulting in failure time after time, elicited shouts of laugher loud and long, and when one of the unfortunates did manage to scramble through or over a fence or ditch, the feat was hailed with stentorian but ironical applause, a rare feature in steeplechasing being the spectacle of a jockey or two dismounting and trying to lead their ponies over the obstacles! The gallantry of Shirley in declining on several occasions to take a jump until he saw San Mah safely over and some distance ahead, was considered highly commendable, though his throwing his jockey, and substituting an individual in shirt sleeves, who certainly tried to persuade the recalcitrant steed to leap as became a steeplechaser, detracted greatly from the good opinion previously entertained towards him. Seabird evidently found something the matter with the wind, and—resolutely refused to cross the first fence opposite the Stand; repeatedly did his rider gallop him up to the obstacle, and as often did he cock his tail, starboard or port his helm as he saw fit, and "come round" in the most approved nautical style, clearly proving his affinity to that element from whence he derived his name. About the time San Mah and Shirley were hesitating about their last fences, he was got partly through and partly over his first, and this only by dint of whip, spur, and—shall we say it?—applications of a bamboo character to his haunches. Having passed the fence, he plunged into the adjacent ditch and the Seabird emerged upon the opposite bank, scattering the spray around him in showers of muddy water. Galloping as if relieved from an intense strain, both physical and mental, he then went madly rushing on until he came to the second fence, and there—he stopped; and nobody being at hand with a bamboo, he had his own way, and was brought incontinently back to the paddock. Sir Galahad made a few feeble attempts at the first fence, but gave it up as a bad job, and retired into the welcome obscurity of the stable. Meanwhile Shirley and San Mah plodded, floundered, sidled, broke through, and, by a wonderful chance at once, jumped over the remaining fences, and were at length seen coming into the straight, still in loving attendance on each other. Their tardy appearance, after so many mishaps, was warmly hailed, but it was still a matter of some doubt which of them would be uncourteous enough to deprive the other of the foremost place. At length San Mah seemed to think it was time to ring on the transformation scene, and coming away from his too gallant antagonist in shirt sleeves, passed the winning post first by several lengths. Time—no object.

FOURTH DAY.—*Tuesday, 3rd Nov.*, 1874.

MATCH.—Half-mile. Catch weights. Native riders.

Mr. Lucas' Sceptic..... 1
„ Robinson's Andante..... 2

Sceptic took the lead at starting, kept it throughout, and despite any amount of whipping and spurring on the part of Andante's rider, won easily by between two and three lengths.

MATCH.—Three-quarters of a mile. Native riders.

Blücher, 10st 8lbs..... 1
Tar Baby, 10st 2lbs..... 2

Blücher led for a few lengths, but at Probst's corner was passed by Tar Baby, who, however, could not maintain his lead, and at the Monument was hopelessly behind; coming to the straight, Blücher came away and won as he liked by several lengths. Time—1m. 37s.

THE "ALONE" CUP.—Value $100. For all China ponies, non-winners at this meeting. Weight for inches as per scale; added to a sweepstakes of $10 each, half to go to second pony. Distance, one mile.

Schooleraft, 10st. 8lbs..... 1
Tourterelle, 9st. 13lbs..... 2

At the last moment before starting Trefoil was scratched. The flag dropped to a very even start, but after a few strides Redskin showed in front with a slight l

GERMANY AND DENMARK.

Certain criticisms passed in the English journals on the conduct of the German officials in North Schleswig have at length had the wholesome effect of putting the German Government on its defence, and its organs in the press attempt a vindication of what has been done. But, unless the others speak more to the point than the *National Zeitung*, we think it would be the truest discretion to keep silent. That journal has published two articles in succession, one in its issue of yesterday. It says the public opinion of Germany is desirous that the Danish inhabitants of Schleswig should be treated with thorough justice, consideration, and kindness; it is even willing that they should retain their language, although the German language should by right be that of the country. But the open opposition of Danes who came into Schleswig for the purpose of opposing German rule and agitating for the reunion of North Schleswig to Denmark could not be permitted. Finally, it seems, the paper protests that the wishes of Denmark have hitherto failed of accomplishment because she required more than Germany could grant. We should very much like to have these phrases translated from the language of sophistry into that of plain speech. Why does not the *National Zeitung* specify the requirements which Germany cannot grant? The wishes of Denmark are bounded by the clause of the Treaty of Prague; all she wants is to have carried into effect the provision that the people of the northern district of Schleswig should be allowed a "free vote" as to their destiny. The words of the 5th Article in the Treaty are unambiguous; if Denmark requires more, what can be so easy as to publish the particulars to the world, so that Germany may obtain public sympathy in her virtuous resistance to exorbitant pretensions? But the truth is, the excuse covers an evasion of an obvious duty. The talk about consideration and kindness is an aggravation of the offence. The Danes do not ask or expect generosity or kindness; they want bare justice—a straightforward compliance with a solemn obligation. The Berlin newspapers must produce more plausible excuses before they silence English journalism. The peculiar view which the German semi-official press takes of international duties is obvious from its allusions to the Danish-speaking inhabitants of Schleswig under their present rulers. What is to be thought of a vindication which positively makes a merit of allowing the people to retain their language? Why not say at once that they ought to be thankful for being allowed to retain their lives?—*Telegraph.*

TERRIBLE RAILWAY COLLISION NEAR NORWICH.

22 PERSONS KILLED; ABOUT 50 INJURED.—On September 10th, the Great Eastern express train, which is due to leave Norwich at 9.10 p.m., came in direct collision with the mail train from Yarmouth and Lowestoft, which left that place at 8.40. It appears that the signalman at Norwich started the train from that station without instructions, and after it had left the officials at the station were aware of want must happen, but were powerless to prevent it. The crash took place two miles from Norwich, when both trains were going at nearly full speed, and the shock was perhaps the most severe that has ever occurred to passenger trains. Neither of the trains, very fortunately, was heavily loaded, but on their coming into collision a scene of wreck and confusion such as has seldom taken place in this country ensued. The collision occurred near the Thorpe Station, and close to the intended junction with the East Norfolk Railway, on the single line between Norwich and Brundall. The engines when they met must, from their appearance, have reared into an almost perpendicular position, and the carriages must have mounted one on the top of another and gradually sunk down into a mass of almost inconceivable rubbish and ruin. Many of the inhabitants of Thorpe—a quiet hamlet adjoining Norwich—who had gone to rest were awakened by the noise of the crash, and rushed out, notwithstanding the fact that rain was at the time descending in torrents, to ascertain what was the matter. The sight which met their view on arriving at the scene of the disaster may be more easily imagined than described. The groans of the dying passengers, and the frantic shrieks and appeals which proceeded from the living within the carriages, were heartrending in the extreme. The carriages, which had been thrown on their sides with the violence of the collision, were piled one on the top of the other, and dragged some half dozen yards away from the line. Persons who arrived on the spot an hour or so after the occurrence were literally astounded to find that so many persons had escaped death. Had the accident taken place a hundred yards nearer Norwich the loss of life must have been much greater, as it would have taken place on the narrow bridge crossing the river, directly opposite the Thorpe Gardens, and resulted in hurling the train into the stream below. The first intimation of the accident was received at Thorpe Station at about a quarter to ten o'clock, and shortly afterwards a large concourse of persons assembled on the spot, and were busily engaged helping, to the best of their powers, to assist the unfortunate sufferers. Mr. Sproul, station-master at Thorpe, immediately sent into Norwich for all the medical assistance he could gain, and it is almost needless to say that every surgeon who was available was speedily upon the spot. Dr. Eade was also present, he being a passenger by the Lowestoft train at the time of the accident, although out about the face and greatly shaken, he at once did all in his power to alleviate the sufferings of his fellow travellers. Dr. Francis, who was also in the train, was dangerously injured, and, of course, debarred from rendering assistance. The engine-drivers and the stokers of both trains were much mangled. Special trains from Thorpe brought the dead and wounded to Norwich as they were recovered, and they were at once removed, in the presence of large crowds of people, who had been attracted to the spot on hearing the news of the catastrophe, to the hospital or to their houses, as the case might be. The scene at Thorpe itself was worse. In one of the rooms of the village inn lay the bodies of several of the dead, and on hastily-erected temporary beds were some half-dozen maimed and disfigured sufferers, whose piteous cries rent the air, and were by those who stood outside. In one corner lay the corpse of a man, and beside it that of a fair haired child, not more than five years old. Opposite were the remains of a woman, so crushed and battered that they appeared to be but a mass of clothing. Between them lay the wounded and dying. Some looked into the faces of the attendants with a calm and serene smile, thankful that in their last moments kind hands were placed upon their burning brows and loving hopeful words were whispered in their ears; while others rent the air with their piteous cries of agony. Crouching in another corner of the room was a man some thirty years old with his legs resting upon a form, who looked coldly on all that passed before him, and although badly wounded succumbed to his fate with the stoical indifference usually distinguishing the Briton. Thorpe not possessing a deadhouse, one was hastily improvised at Mr. Field's boat-house, and thither at midnight some half-dozen bodies were conveyed. The work of extricating the victims from the *debris* was extremely difficult, and although there was a large staff of volunteers for this arduous work, the bystanders could repeatedly hear voices and cries for help from those who were buried in the rubbish, without being able to render assistance immediately. On each end of the line large bonfires were lighted to assist the searchers for the maimed and dead, the flames being fed by pieces of the wreck. By this means the searchers were not long in finding out the sufferers, and extricating them from their miserable position. But as the blood-red flames mounted upwards, they shed a hideous glare upon the countenances of the wounded, giving bystanders the idea that they were more seriously hurt than they actually were. Most of the people were extricated with much difficulty, but in one case the wreck was so great that one of the injured had to lie for hours under the *debris* before he could be freed from his position. The total number of victims, so far as at present ascertained, is 22 killed and about 50 wounded.

AN UNFEELING MONSTER.—A man who had just lost three of his toes by a railway carriage running over his foot, and was howling with pain, was checked by a bystander, who exclaimed, "Stop your infernal din, there. You make more noise over the loss of your toes than that stranger did yesterday over the loss of his head."

THE LAST "DOMESTIC STORY."—A lady was recently engaging a new cook, and had apparently settled details satisfactorily, when the domestic inquired, "How many other servants do you keep, ma'am?"—"Two," was the reply. —"Oh, then, your place won't suit me, ma'am, as I always like a game of whist of an evening, and I don't like playing 'dummy.'"

RABIES IN ANTS.

Corrosive sublimate, it is said, has the most remarkable effect upon ants, especially the variety of insect living upon fungi found upon leaves of trees. The powder, strewed in dry weather across their path, seems to drive every ant which touches it crazy. The insect runs wildly about and fiercely attacks its fellows. The news soon travels to the rest, and the fighting numbers of the community, huge fellows some three quarters of an inch in length, make their appearance with a determined air, as if the obstacle would be speedily overcome by their efforts. As soon, however, as they have touched the sublimate, says the narrator in the *Naturalist in Nicaragua*, all the statelliness leaves them: they rush about: their legs are seized hold of by some of the smaller ants already affected by the poison, and they themselves begin to bite, and in a short time become the centres of balls of rabid ants. As these insects are one of the scourges of tropical America, destroying vegetation in immense quantities, it is probable that this extraordinary remedy may be of considerable service to agriculturists.

THE REVISING BARRISTER REVISED.

A question has recently been raised before the Revising Barrister for Middlesex, which we (*Law Times*) should have thought a reference to a very elementary book on law would have conclusively settled. A person claimed a vote in respect of premises entitling him to be placed on the register. It was objected that he was not entitled to vote, because he was the son of an alien father. His mother was English, and he had been born in England. On these facts the revising barrister at first refused to allow the vote, on the ground that the son must follow the nationality of the father; but eventually reversing his decision, decided in favour of the claim. If the revising barrister possesses a Stephens' Blackstone, he will find that it is there laid down (5th edit. vol. ii. p. 420) that all persons born within the dominions of the Crown—that is either within the United Kingdon or the territories thereto belonging, are natural born subjects, and that this extends to the children of aliens if their parents were not at the time in enmity with our sovereign. Natural born subjects having the necessary qualifications are entitled to be placed upon the register. We are glad that the revising barrister considered his decision, but are rather astonished at the necessity for the consideration.

RAILWAY SICKNESS.

It is well known, says *Iron*, that many persons cannot ride with their backs to the engine without "feeling sick." Now, however, by a new arrangement of the carriage, true nausea has been added to the pains, penalties, and perils of railway travelling. M. Giffard, the inventor of the injector, has taken up the oft-mooted subject of doing away with the effect of shocks and lateral motion in railway carriages, and a specimen carriage has been tried on the Lille and Valenciennes railway. Instead of placing the body of the carriage directly on the frame, in the ordinary manner, M. Giffard suspends it on the latter by means of springs. At each end of the frame is a sort of bracket with two branches, and between these two branches the body is suspended by means of two springs, placed horizontally, and having the attaching points at their extremities. In order to render the action of these springs as easy as possible, small cylinders of bronze are introduced near the points of suspension, so that the steel plates of the spring may roll, as it were, one upon the other. A scientific journalist, who has tried the new carriage, says that the trepidation is entirely prevented, as well as the zig-zag motion, but that in place of them there is a certain kind of pitching and rolling; in fact, as he describes it, the carriage has been turned into a ship! He believes, however, that with some modification, all fatiguing motion may certainly be got rid of in railway carriages, without introducing the new malady of railway sickness.

WHY HE COULDN'T SHUT UP.

The Cincinnati *Saturday Night* says:

One day last week a band of crusaders stopped in front of a beer saloon in the West End. A man stepped outside of the door with uncovered head, whom the women took at once for the proprietor. He bowed to the ladies and smiled blandly, which encouraged them to ask him to discontinue his nefarious traffic. They asked him if he had any objections to their praying in front of the place. He said he hadn't in the least. After a prayer a crusader stated that they would like to sing a hymn. He remarked that they could sing away for all he cared, and they sang. The man seemed affected. Once or twice he took out his handkerchief and wiped his eyes.

The services over, the ladies feeling that they had indeed touched his heart, renewed their entreaties. They spoke of the evils wrought by saloons, and depicted the sufferings of the drunkard's family. The man listened and bowed his head in apparent contrition. His conscience was evidently at work. There was a struggle going on in his breast between the sordid love of gain and the spirit of goodness, which is said to never entirely forsake a man. At least so thought the women, and so they pressed upon him and renewed their entreaties.

"Won't you," cried one of the most earnest and importunate among the good women, "won't you listen to our appeals and shut up?"

Then the old man raised his head. He essayed to speak, but his voice trembled, and there were traces of tears on his cheeks. "Ladies," he said; "you have moved me deeply, I know the evils of the traffic, and most gladly would I shut up the saloon; but—"

"But what?" cried all the ladies at once.

"I could do it but for one thing."

"What's that?"

"Tain't my saloon."

The ladies moved on without a policeman telling them to go.

COMMERCIAL INTELLIGENCE.

NOVEMBER 9TH, EVENING.

A fair amount of business has been done in Patna Opium at $600 to $605, the latter figure for choice numbers; Benares at $560 to $565. No change in Malwa. Imports per steamer *Geelong*, 1,939 chests Malwa Opium.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/1½
Bank Bills, at 30 days' sight, 4/1⅞
Bank Bills, at 6 months' sight, 4/2½
Credits, at 6 months' sight..... 4/3
Documentary Bills, at 6 months' sight 4/3½

ON BOMBAY.—Bank, on demand 222½
ON CALCUTTA.—Bank, on demand 222½
ON SHANGHAI—
Bank, sight 72½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares.—3 per cent. premium.

Union Insurance Society of Canton, new shares—$30 per share, premium.

China Traders' Insurance Company's Shares—$1,600 per share.

China and Japan Marine Insurance—Tls. 82 per share.

Chinese Insurance Company.—$190 per share.

Hongkong Fire Insurance Company's Shares—$530 per share.

China Fire Insurance Company's Shares—$136 per share.

Victoria Fire Insurance Company's Shares—$127 per share.

Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—7 per cent. premium.

Shanghai Steam Navigation Company—Tls. 80 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$50 per cent. discount.

Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON NOVEMBER 9TH, 1874.

As reported by Chinese.

Shellfish, 10 bags, at $26.00, by Wing-yuen-wo to travelling trader.

Wood Oil, 30 tubs, at Tls. 5.9.0.0, by Wing-tai-cheung to travelling trader.

Yellow Peas, 400 piculs, at $1.66, by Kin-foong to travelling trader.

Shanghai Cotton, 120 bags, at $13.60, by Hop-hing to travelling trader.

Saigon Rice, 2,000 piculs, at $1.50, by Hop-hing to local trader.

Black Dates, 20 bags, at Tls. 2.5.0.0, by Chun-foong to travelling trader.

Cuttlefish, 5 bags, at $21.00, by Chun-foong to travelling trader.

Dried Lily Flowers, 15 bags, at $12.80, by Chun-foong to travelling trader.

Vessels Advertised as Loading

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON	Ardent	Robert Clasper	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Falcon	Shiell	Whampoa	A. MacG. Heaton	Quick despatch.
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Do.	Mathilda Atheling	Wherent	Hongkong	A. MacG. Heaton	Quick despatch
BREMEN or HAMBURG	Caranjah	George Cawse	Hongkong	Wm. Pustau & Co.	Quick despatch.
BREMEN	John O. Munro	Crane	Whampoa	Melchers & Co.	Quick despatch.
NEW YORK	Sir Harry Parkes	Thos. Stephens	Hongkong	Olyphant & Co.	Quick despatch.
Do.	North American	G. W. Tucker	Hongkong	Russell & Co.	Quick despatch.
Do.	Beemah	Blackstone	Hongkong	Augustine Heard & Co.	Quick despatch
Do.	Hans	Le Moult	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Ellen	Kindred	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Morning Light	Chaston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Frederick Tudor	Bearse	Hongkong	Russell & Co.	Quick despatch.
Do. *via* YOKOHAMA	Great Republic (str.)		Hongkong	P. M. S. S. Co.	To-morrow, at 3 P.M.
SINGAPORE, BOMBAY, &c.	Baroda (str.)	W. W. Fentiman	Hongkong	P. & O. S. N. Co.	On 12th inst., at noon.
SINGAPORE AND BOMBAY	Columbian (str.)		Hongkong	P. & O. S. N. Co.	To-day, at noon.
S'PORE, PENANG, & CALCUTTA	Hindostan (str.)	J. A. Miller	Hongkong	David Sassoon, Sons & Co.	On 14th inst., at 3 P.M.
SAIGON, SINGAPORE, &c.	Hoogly (str.)	Varungot		Messageries Maritimes	On 19th inst., at noon.
MANILA AND ILOILO	Pepita	Aldecoa	Hongkong	Remedios & Co.	Quick despatch.
CALLAO	Radama	Boucher	Hongkong	Carlowitz & Co.	Quick despatch.
Do.	Callao	Vidaurrazaga	Hongkong	Carlowitz & Co.	On or about 23rd prox.
MANILA	Hai-Loong (str.)	Abbot		Douglas Laprak & Co.	Quick despatch.
SHANGHAI	Geelong (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at daylight.
Do.	Glaucus (str.)			Butterfield & Swire	On or about 12th inst.
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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
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1 SUCTION SLIDING PIPE, with EXPANSION JOINT, to slide 5 ft.
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THE P. & O. S. N. Co.'s Steamship
"COLUMBIAN"
will leave for the above places at Noon TODAY, 10th instant.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 4th November, 1874. [7d 1836

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)
THE P. & O. S. N. Co.'s Steamship
"GEELONG"
will leave for the above place at daylight TOMORROW, the 11th instant.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 10th November, 1874. [1806

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI,
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CARLOWITZ & Co.
tf 1833 Hongkong, 4th November, 1874.

FOR SAN FRANCISCO.
THE A 1 American Clipper Ship
"FREDERICK TUDOR,"
Bearse, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1799 Hongkong, 30th October, 1874.

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MESTERN & BULSE,
Canton.
tf 1778 Hongkong, 28th October, 1874.

FOR CALLAO, *Direct.*
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"RADAMA,"
Captain Boucher, will be despatched as above on or about the 30th November.
For Freight or Passage, apply to
CARLOWITZ & Co.
tf 1795 Hongkong, 29th October, 1874.

FOR MELBOURNE AND SYDNEY.
THE A 1 British Barque
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Kindred, Master, having the greater Portion of her Cargo engaged, will have immediate despatch as above.
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tf 1715 Hongkong, 19th October, 1874.

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For Freight, apply to
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tf 1706 Hongkong, 16th October, 1874.

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W. H. Thomas, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
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2,377 Tons, Captain Chaston, will load here for the above Port, and will have early despatch.
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VOGEL, HAGEDORN & Co.
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FOR LONDON.
THE A 1 British Bark
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Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
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Vessels on the Berth.

FOR MANILA AND ILOILO.
THE A 1 Spanish Bark
"PEPITA,"
Aldecoa, Master, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
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"SIR HARRY PARKES"
will load at this and Whampoa for the above Port, and have quick despatch.
For Freight, apply to
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"NORTH AMERICAN,"
Captain G. W. Tucker, will load here and at Whampoa, and have early despatch as above.
For Freight, apply to
RUSSELL & Co.
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FOR LONDON.
THE British Barque
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Shiell, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.
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For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, October 28th, 1874.

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SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS,
SOUTHAMPTON, AND LONDON;
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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*BARODA*," Captain W. W. Fentiman, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 12th November, at Noon.
Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 11th idem.
For Particulars regarding Freight and Passage apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers of cargo for Bombay are requested to take note that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 30th October, 1874.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.
ON THURSDAY, the 19th November, 1874, at noon, the Company's Steamship "*HOOGLY*," Commandant VARANGOT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 18th November, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 7th November, 1874.

NOW ON SALE.
BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1874.

SUN WOO,
MANUFACTURER OF
ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT,
(Near the Sailors' Home.)
OFFICE—*Yew Kee, No. 30, Wing Lock Street*
HONGKONG.
1428 Hongkong, 10th September, 1874.

茶煤記茶
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1r 1503 Hongkong, 23rd September, 1874.

NOTICE.
IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close

For Singapore and Bombay.—Per *Columbian*, to-day, the 10th inst., at 11.30 A.M.

For Saigon.—Per *August Leflix*, to-day, the 10th instant, at 3.30 P.M.

For Shanghai, Hankow, Ningpo, Nagasaki, Chefoo, Taku, Tientsin, and Peking.—Per *Geelong*, to day, the 10th inst., at 5 P

Extracts.

NUMERI LEGE SOLUTI.

(On seeing a Duck on the road to Pitlochry.)

A duck stood on the road, it stood upon one leg,
Its bill was sunk in its feathers, its eye it was round and *gleg.**
I stared at it it stared at me, that eye, black and unwinking,—
I could not but wonder a little what it and its mistress were thinking.
She took little heed of my eye, but she stretched out her No. 2 leg,
As if to show me that she had one, and humbly to beg
That I would believe her—†
And leave her.
Then under her wing she tucked No. 2, this queer and well-balanced aquatic,—
This tucking we now know is done by a force that is quite automatic.
It was perfectly firm, that one leg, bright saffron it was and webfooted,
And its web took hold of the road as if in it it were rooted.
To taking her portrait in pencil she made not the slightest resistance,
So I drew her, while purple and grey-Ben y Vrackie rose up in the distance.
The duck she was white as the snow, her eye it was black as the berry
Called black; and the round little thing had a blink you might safely call merry.
So, farewell, my squab little friend!
My sketch and our visit take end;
Ben y Vrackie is blue and is beautiful,
Thy ways they are lovely, and doubtless are dutiful.
Thou'lt be eaten one day, and well-tasted,
If properly stuffed, cooked, and basted.
My sketch being made, I departed;
She winked, dropped t'other foot, and light-hearted
Waddled off with her eye on a worm,
Which she gobbled up nimbly—my certie!—
Gobbled up in the course of a twinkling,
And ne'er gave poor Vernis an inkling.
A solemn, deep bird is your duck,
And well it deserved to be stuck
On the walls of Egyptian Memphis,
As the type hieroglyphic of M.D.'s. †
Who quack us and care us by quackery,
And all sorts of delicate jonkery-pawkery: ‡
And if you should chance to fall ill,
Your "duck of a doctor"—he sends in his bill!
Don't you think, my dear reader, in this advanced age,
Our lady doctors—dear ducks!—should be well stuffed with sage,
And be our *sages femmes*, as 'tis over in Paris,
And displace Sairey Gamp and her friend, Mrs. Harris?

ANNAN.

—Spectator.

IF NOT TRUE LOVE, WHAT CAN IT BE?

Alfonso Bombardio was not only one of the most celebrated sculptors of his day, but he was also one of the most exquisite of coxcombs. Being extensively patronized by the Emperor Charles V., he was admitted at Court, where, for a season, he reigned supreme as a leader of fashion and flirtation. It remained for a young lady of Bologna to administer a fitting punishment for his fulsome conceit. This lady chanced to be Bombardio's partner at a ball given by the Governor, and he improved the opportunity of making love in the most flippant manner. The lady did not even smile. Bombardio looked languishingly upon her, and heaved a deep sigh. Then, pressing his hand upon his bosom, with beseeching gaze and with a writhing almost of torture, he exclaimed: "Ah! sweet lady, if this be not true love I feel, what can it be?" "Perhaps," replied the beauty, with the utmost innocence of expression, "*something bites you.*" The story got abroad, and from that day Bombardio grew wise in the matter of indiscriminate lovemaking.

THE MASSACRE AT ALEPPI.

The fate of Sergeant-Major Tilsby and thirty men who, in a small vessel, had escaped the hurricane, was truly deplorable. They had anchored at Aleppi, a seaport forty miles from Cochin, and, mistaking it for Quilon, landed and marched into the town. On reaching the bazaar, they were treacherously informed that the British troops were only five miles distant; and deposited their arms in a room of a building which they were told was the temporary barracks of the Europeans. They then strolled about the town, and the inhabitants freely supplied them with drugged arrack. They soon became intoxicated and stupified, and while in this state were easily secured by the Travancorians, one of whom, with a heavy iron bar, broke the two wrists of each soldier, smashing the bones hopelessly to atoms; then, tightly tying their hands behind them, and binding their knees and necks together, they precipitated them into a loathsome dungeon. In this choking and unspeakable condition, without food or water they were left for four days and nights! Their groans were skilfully mimicked by the barbarians who watched their misery. On the fifth morning they were dragged forth separately, and conveyed to the Backwater, three miles distant, surrounded by exulting thousands. Heavy stones were attached to the neck of each of the unhappy creatures, and they were flung in to drown, amid shouts, laughter, and the clapping of hands. Sergeant-Major Tilsby, who was a powerful man, and had yet the use of one hand, implored them to give him a sword, that he might die like a soldier; but he, too, was flung into the watery grave whither all his comrades had preceded him. The story of this cruel outrage filled the men of the 12th or East Suffolk with a wild longing for vengeance—and their day of vengeance came! —"*British Battles on Land and Sea,*" by *James Grant.*

A PRIMITIVE TOWN.

About one hundred and fifty miles in a direct line from the door of the Society of British Architects in Conduit-street, London (and almost unknown, we venture to say, to the majority of its members), sleeps the little town of Pont Audemer, with its quaint old gables, its tottering houses, its Gothic "bits," its projecting windows, carved oak galleries and streets of time-worn buildings, centuries old. Old dwellings, old customs, old caps, old tanneries, set in a landscape of bright green hills.

"Old as the hills," and almost as unchanged in aspect, are the ways of the people of Point Audemer, who dress and tan hides, and make merry as their fathers did before them. For several centuries they have devoted themselves to commerce and the arts of peace, and in the enthusiasm of their business have decorated one of two churches into tanneries. But they are a conservative and primitive people, loving to do as their ancestors did, and to dwell where they dwelt; they build their houses to last for several generations, and take pride and interest in "the family mansion," a thing unknown and almost impossible amongst the middle classes of most communities.

Pont Audemer was once warlike; it had its castle in feudal times (destroyed in the fourteenth century,) and the legend exists that cannon was here first used in warfare. It has its history of wars in the time of the Norman dukes, but its aspect is now quiet and peaceful, and its people appear happy and contented; the little river Rille winds about it, and spreads its streamlets like branches through the street, and sparkles in the evening light. Like Venice, it has its "silent highways;" like Venice, also, on a smaller and humbler scale, it has its old facades and lintels drooping to the water's edge; like Venice, too, we must add that it has its odours here and there—odours not always proceeding from the tanneries.

There are few monuments or churches to examine, and when we have seen the stained-glass windows in the fine old church of St. Onen, and walked by the banks of the Rille, to the ruins of a castle (of the twelfth century) at Montfort, we shall have seen the "chief objects of interest" in what Murray laconically describes as "a prettily situated town of five thousand four hundred inhabitants, famed for its tanneries."—"*Normandy Picturesque,*" *by Henry Blackburn.*

* Scotch for *keen.*
† The duck is the Egyptian symbol for a physician.
‡ Artifices.

WOMEN IN WAR.

From the beginning to the end of the war it was the same. No cry of pain escaped woman's lips at the parting which sent the men into camp; no word of despondency was spoken when hope seemed most surely dead; no complaint from the women ever reminded their soldier husbands and sons and brothers that there was hardship and privation and terror at home. They bore all with brave hearts and cheerful faces, and even when they mourned the death of their most tenderly loved ones, they comforted themselves with the thought that they buried only heroic dust. "It is the death I would have chosen for him," wrote the widow of a friend whose loss I had announced to her. "I loved him for his manliness, and now that he has shown that manliness by dying as a hero dies, I mourn but am not heart-broken. I know that a brave man awaits me whither I am going." They carried their efforts to cheer, and help the troops into every act of their lives. When they could, they visited camp. Along the lines of march they came out with water or coffee or tea,—the best they had whatever it might be;—with flowers, or garlands of green when their flowers were gone. A bevy of girls stood under a sharp fire from the enemy's lines at Petersburg one day, while they sang Bayard Taylor's Song of the Camp, responding to an encore with the stanza:

"Ah! soldiers, to your honoured rest,
Your truth and valour bearing,
The bravest are the tenderest,
The loving are the daring!"

Indeed, the coolness of women under fire was always a matter of suprise to me. A young girl, not more than 16 years of age, acted as guide to a scouting party during the early years of the war, and when we urged her to go back after the enemy had opened a vigorous fire upon us, she declined, on the plea that she believed we were "going to charge those fellows," and she "wanted to see the fun." At Petersburg women did their shopping and went about their duties under a most uncomfortable bombardment, without evincing the slightest fear or showing any nervousness whatever.—"*A Rebel's Recollections,*" *in the Atlantic Monthly.*

THE HOURS OF THE DAY.

If a man have the full control of his own time, he naturally desires so to map it out as to produce the greatest result with the least expenditure of vital force; and he will necessarily be guided very much by his own physical constitution and the nature of his occupations, whilst he will also seek to profit by the experience of others. The German student, and professor, who we must all acknowledge produces more result from his labours than the *savant* of any other nationality, is usually an early riser and an early diner. He finds, in the society of his family, with occasional simple festivities, sufficient relief from an absorbing study. But the number of hours that he works would be far too great for any more excitable brain. For a writer of fiction, a dramatist, poet, or journalist, to devote himself to his study for as many hours as a German professor, would be to invite speedy paralysis or softening of the brain. Walter Scott tried it, you will remember, when he attempted the impossible task of clearing off his burden of debts. How he spoilt both his later works and the brain that had inspired so many charming pictures of life is plainly recorded in his life. Goethe's well-ordered brain produced his works without any undue strain upon his nervous powers. He was an early diner, and by no means indifferent to the pleasures of the table or charms of female society. Shakespeare of course dined early, and probably divided his periods of composition and study by an afternoon devoted to amusement and repose. Dickens, we know, performed nearly all his literary work between the hours of nine a.m. and one p.m. A distinguished man in another sphere, Von Moltke, one who has produced stupendous results from his powers of organization—is, we believe, an early diner, and devotes the hours of the afternoon to amusement and exercise. Bismark is said to have done most of his work in the early morning hours. As to this early rising, there is no doubt that much work can be got through in the uninterrupted solitude of the early morning, but the stress on the brain is very great—as much so as in night-work. Schiller was a great night-worker, and wrote with the stars for his sole companions. Bulwer Lytton, again, always finished his work before luncheon. We are inclined to think that the day-work is, on the whole, the best, and that the feverish facility of an over-excited brain is more fatal to real success than the interruptions and casualties of daylight. After all, in these matters the best plan is to suit oneself, taking care that hereditary sloth does not unduly bias the choice; but we think that one of the conditions of keeping healthy is a substantial meal in the middle of the day. It is often inconvenient, it interrupts business, and is frequently neglected by active men; but Nature is not to be denied, and punishes us in the end if we unduly keep her waiting for dinner. For our own part, we have no fault to find with the arrangement of hours for meals now current in good society. One might object that they involve a perpetual state of cooking and eating, large staffs of servants, and a cost comparatively enormous. But these are considerations for those whom they concern—"our withers are unwrung." Dinners, too, are made too complicated, and instead of dishes and wines few in number and of choicest quality, a vast succession of indifferent eatables is forced upon us. Otherwise the hours now fashionable are, in fact, but a return to the customs of our ancestors. With a substantial meal in the middle of the day, and another—call it what you will, dinner or supper—at eight or nine in the evening, the claims of appetite and digestion, and the calls of business or pleasure, may be best co-ordinated.—*Belgravia.*

COCK FIGHTS IN MANILA.

We took Japan on our return, and then the Philippine group, spending two-thirds of a month in cruising among these fairy islands, making occasional excursions into the interior and studying the habits and pastimes of Manila, the metropolis as well as the chief shipping port of the Philippines. From the great area of this group, stretching from the ninth to the eighteenth degree of north latitude, climate exhibits a far greater variety than can be found in most tropical islands; while the soil has an equally diversified character, being in some localities of primitive formation, abounding in metallic ores, and in others volcanic, with a wondrous degree of fecundity. The scenery is varied and picturesque, and the geographical position of this lovely archipelago cannot fail to strike the tourist as being singularly felicitous. Situated close to the coast of China, with which it has an extensive trade, in convenient proximity to the thriving empire of Japan, connected by an unbroken chain with all the islands to the south and west for thousands of miles, and lying in the direct route between the Old and New Worlds, it affords a convenient stopping-place for large numbers of vessels, especially on the outward passage. Spain has for centuries guarded with jealous care this fairest of all her Eastern colonies, and seeking to bind more firmly about her brow so regal a coronet of ocean gems, vigorous efforts were made from the first not only to convert the people to the Catholic faith, but so to inculcate Spanish habits and taste that the presence of the conquerors should become essential to the conquered. A very large proportion of the present inhabitants are, at least nominally, Christians, and the incorporation of Spanish dignity and intelligence with native ardour and vivacity has produced a race the most high-toned, bold, and energetic of all the tribes of the Asiatic archipelago. The Philippine gentleman carries himself with true Spanish hauteur, while his very sports betray a mingling of the tastes of Old Spain with the native indolence and grace of this voluptuous clime. But in lieu of bull-baiting the Philippine Islander solaces himself with cock-fights, into which he enters with real gusto, and one must be an eye-witness of a Manila spurring-match to conceive, even faintly, the excitement of such a scene. The ordinarily placid, indolent native forgets, with the *début* of his favourite game-fowl, all his constitutional sluggishness, physical and mental; his eyes gleam like those of a fiery serpent, his slight figure dilates with intense excitement, and a nervous tremour is apparent in every motion. For the time, that gay-coloured little bird, which for weeks or months he has been carefully training for the conflict, and which he holds now so lovingly between his arms, is all the world to him—his solitary investment for future fame and fortune—the single die upon which he would not hesitate to stake his entire family, or even his own wife. And the bystanders, of whom there is always a crowd, are scarcely less interested. With each successive trial of skill between the combatants the excitement waxes more intense, betting grows bolder, and the motley gang become almost frenzied in their curiosity as to the result. These cock-fights and the ceremonials of his religion are the only occasions when a Philippine Islander forgets to be nonchalant and dignified; but these, by their very excess of ardour, make up for the lack of all others. Not only is the *penchant* for such games traceable directly to Spanish influence, but the local authorities boast of deriving a considerable revenue from the taxes levied upon them.—*Lippincott's Magazine.*

DIFFERENT MODES OF WEARING DECORATIONS.

Each nation uses decorations in its own way. The Italian wears no sign upon his coat, but he takes the title of commander or chevalier, and if he holds the former of those two ranks, his wife becomes a countess (though he does not become a count). The Spaniard and the Frenchman put into their buttonhole a knot or a rosette according to their grade, but assume no sort of knightly designation. The Germans, when in plain clothes, sometimes show a ribbon; but the habit is, perhaps naturally, unfrequent amongst populations of whom many always uniform, and who consequently, because cross itself which civilians never do except at fêtes or on ceremonious occasions. We in England have a fashion of our own of indicating the possessors of our orders: we give "Sir" to our grand priests and our commanders, and, as in Ireland, we show their wives the same courtesy by bestowing on them the name of "Lady." Furthermore, we append various capital letters to the names of every holder of a British Order. Every country has its own way of manifesting the ownership of these adornments, the manner varies, but the intent is everywhere identically the same.—*Blackwood.*

The steamship owners trading between Liverpool and the Atlantic ports of the United States have again broken up an agreement, and the low rates for emigrants which have prevailed for some time will, of course, cease.

FAT MEN'S FEAST.—The eighth annual celebration of the Fat Men's Association was held on the 27th ulto., at Gregory's Point, near South Norwalk, Connecticut, in the usual manner—a clam-bake. The members are of several States, mostly the Middle States, the West, and the East. Of the 95 members who were weighed the average was 224½ pounds. The minimum is 200 pounds. This year the heaviest man was elected to the presidency—Mr. Willard Perkins, whose weight is 360 pounds, although he is but 22 years old and 5 feet 4 inches high. Only three, after the president, went over 300. Their weights are 351, 312, and 305.

Insurances.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

RUSSELL & Co.,
Agents.

tf 1800 Hongkong, 4th June, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents ..... ¾ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents ..... ½ " " "
Godowns, Offices, Shops, &c., and their Contents ..... 1 " " "

SHORT PERIOD INSURANCES.

Not exceeding ten days, ⅓ of the annual rate.
Not exceeding one month ..... ½ "
Above 1 month, and not exceeding 3 months ..... ¾ "
Above 3 months, and not exceeding 6 months ..... ¾ "
Above 6 months ..... the full annual rate.

GILMAN & Co.,
Agents.

tf 1903 Hongkong, 8th May, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co.,
Agents.

tf 131 Hongkong, 21st January, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [tf 386

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT-PERIOD Insurances, viz:—
Not exceeding 10 days, ⅓ of the annual rate.
Not exceeding 1 month, ½ do. do.
Above 1 month and not exceeding 3 months ..... ⅔ do. do.
Above 3 months and not exceeding 6 months ..... ¾ do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

Insurances.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.

tf 241 Hongkong, 22nd January, 1870.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

tf 1089 Hongkong, 9th July, 1872.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1383 Hongkong, 26th July, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 9th November, 1874.

COTTON GOODS.

COTTON YARN, No. 16 *a* 24 per 400lbs,	$109.00 *a* $110.00	
" " 28 *a* 32 "	111.00 *a* 119.00	
" " 38 *a* 42 "	120.00 *a* 125.00	
GREY SHIRTINGS, 7 lbs. per piece	$1.85 *a* 1.90	
" 8 lbs. "	2.00 *a* 2.05	
" 8½ lbs. "	2.20 *a* 2.25	
WHITE SHIRTINGS, 64 *a* 60 reed. "	2.05 *a* 2.30	
" 64 *a* 68 " "	2.45 *a* 2.60	
" 68 *a* 80 " "	2.80 *a* 3.45	
WHITE SPOTTED DO. per piece	2.40 *a* 2.45	
WHITE BROCADES, "	2.65 *a* 2.70	
AMERICAN DRILLS, 30 yards "	2.00 *a* 2.65	
" 40 " "	3.85 *a* 4.00	
GREY T-CLOTHS, 24 yds. & 32 in. 7 lbs. "	1.57 *a* 1.65	
" 34 " & 36 " 8 lbs. "	2.15 *a* 2.20	
DYED SPOTTED SHIRTINGS, "	3.80 *a* 3.95	
DYED BROCADE Do. "	3.80 *a* 3.95	
DYED DAMASK Do. per piece	0.60 *a* 0.25	
CRINZE, "	1.85 *a* 1.90	
HANDKERCHIEFS, Blue per doz.	0.60 *a* 0.65	
" Brown "	0.60 *a* 0.65	
" Red "	0.75 *a* 0.80	
VELVETS, Black, 22 inch per yard	0.21 *a* 0.22	
" Gentian, 22 "	0.18 *a* 0.18	
VELVETEENS, Black "	0.22 *a* 0.23	

WOOLLEN GOODS.

SPANISH STRIPES, per yard	0.77 *a* 0.78	
LONG ELLS, *MM* Scarlet, per piece	9.50 *a* 9.60	
" Assorted, "	9.00 *a* 9.05	
" *HH* Scarlet, "	9.40 *a* 9.50	
" Assorted, "	8.70 *a* 8.80	
CAMLETS, SSS "	18.50 *a* 17.00	
" SS "	18.50 *a* 19.00	
" S "	19.00 *a* 19.50	
" *BBB* "	20.00 *a* 20.50	
LASTINGS, *DD* "	15.00 *a* 15.50	

METALS.

IRON, Nail Rod Nos. 1 *a* 3 per picul	3.60 *a* 3.90	
" Hoop, "	4.00 *a* 4.85	
" Bar, "	3.40 *a* 3.45	
" Wire, "	8.30 *a* 9.25	
LEAD, "	7.45 *a* 7.60	
STEEL, English per tub.	4.70 *a* 4.75	
" Swedish, "	4.80 *a* 4.90	
TIN, Malacca per picul	26.00 *a* 23.00	
TIN PLATES, per box	3.20 *a* 3.50	
SHEATHING METAL, per picul	24.50 *a* 28.00	
QUICKSILVER, English, "	212.50 *a* —	
" American, "	215.00 *a* —	
SPELTER, "	7.25 *a* 7.50	

PRODUCE.

COTTON, Shanghai per picul	14.00 *a* 14.50	
" Ningpo, "	14.00 *a* 14.50	
" Tientsin, "	14.00 *a* 15.00	
" Shanting, "	15.20 *a* 16.00	
" Bengal, "	11.00 *a* 14.50	
ALUM, "	1.60 *a* 1.85	
SAGAMUTS, Japan white, "	4.20 *a* 4.50	
" Black, "	3.80 *a* 3.50	
RICE, Bengal, Cargo No. 1, "	2.45 *a* 2.50	
" " 2, "	2.20 *a* 2.25	
" Siam, white, "	1.85 *a* 1.90	
" " mill cleaned, "	1.70 *a* 1.75	
" Manila, "	2.35 *a* 2.40	
" Singapore, "	2.10 *a* 2.15	
" Saigon, "	1.60 *a* 1.65	
" Arracan, "	2.10 *a* 2.15	
" Rangoon, "	2.35 *a* 2.40	
SALTPETRE, "	6.10 *a* 6.50	
COALS, Afloat, per ton.		
" English steam, "	13.50 *a* —	
" American Anthracite, "	12.00 *a* —	
" Sydney, "	9.50 *a* —	
WINDOW GLASS per box.	3.70 *a* 3.80	
STRAITS PRODUCE, &c.,		
RATTANS, Straits per pol.	5.80 *a* 6.00	
" Banjar, "	4.50 *a* 4.80	
PEPPER White, "	18.00 *a* 19.00	
" Black, "	12.50 *a* 12.80	
BEECHE NUT, "	3.50 *a* 4.25	
SANDAL WOOD Malabar, "	3.80 *a* 4.20	
" South Seas, "	17.50 *a* 19.00	
SAPAN WOOD, Manila, "	1.70 *a* 2.10	
" Siam, "	2.50 *a* 2.75	
FLOUR, California, per sack of 50 lbs.	1.20 *a* 1.30	
" American, per barrel of 200 lbs.	6.50 *a* 6.65	
WHEAT, Tientsin, per pol.	1.80 *a* 1.95	
" California, "	2.25 *a* 2.30	
SUGAR, Canton white, 1 *a* 3 "	6.00 *a* 6.50	
" Dk. Brown, "	3.60 *a* 3.70	
" West Coast, Dk. Brown, "	3.50 *a* 3.30	
" Manila, Dry White, "	4.40 *a* 4.50	
" Dk. Brown, "	3.75 *a* 3.90	
CAMPHOR, packed, "	14.00 *a* 14.50	
PEAS, White, "	1.55 *a* 1.98	
" Green, "	1.70 *a* 2.25	
" Black, "	1.75 *a* 1.90	
" Yellow, "	1.50 *a* 1.65	
MUSHROOMS, "	55.00 *a* 60.00	
SHEWEED, Green, "	1.30 *a* 1.40	
" Cut, "	2.50 *a* 2.90	
MOUSSELS, Dry Siam large "	9.50 *a* 11.50	
" middle, "	7.75 *a* 8.20	
" Dried, small "	5.20 *a* 5.40	
VERMICELLI, Tientsin "	6.50 *a* 7.50	
BIRD'S NAI, Japan "	13.00 *a* 12.75	
" Hankow "	71.00 *a* 71.50	

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Albay	Diaz	Span. str	269	D. Luprik & Co	
Alaska	Van Sire	Amr. str		P. M. S. S. Co	
Altona	K. Hans	Ger. str	1179	Wm. Pustau & Co	
August Leffer	Bjorck	Swed. str	436	Ah-yon	
Bavaria	Fontiman	Brit. str	1232	P. & O. S. N. Co	
Corriabrooke	Scott	Brit. str	875	Chinese	
Celestial	Darke	Brit. str	641	Chinese	
Scand	Scand	Brit. str	1450	P. & O. S. N. Co.	
Columbian		Brit. str	116	H. K. & W. Dk. Co	
Fenay	Vicary	Brit. str		A. Heard & Co., Agents	
Formosa	Benning	Brit. str	1125	P. & O. S. N. Co	
Gaelic	Chas. Fraser	Amr. str	4000	P. M. S. S. Co	
Great Republic	Howard	Brit. str	991	D. Sassoon, Sons & Co	
Hindostan	Miller	Brit. str	290	Master	
Hanyang	Bell	Brit. str	1050	A. Heard & Co., Agents	
Kiangnan	Cary	Brit. str	1061	A. Heard & Co., Agents	
Kut-Chung	Benning	Span. str	393	D. Luprik & Co	
Leader		Brit. str	40	H. K. & W'poa Dock Co	
Little Orphan		Brit. str	1336	P. & O. S. N. Co	
Manilla	Barnard	Brit. str	606	Kwok Acheong	
Noon	Wood	Brit. str	930	Tack-mee	
Norna	James Baesley	Amr. str	280	Aug. Heard & Co	
Pekin	E. Smith	Brit. str	705	Chinese	
Pewo	H. L. Munk	Brit. str	1890	A. Heard & Co., Agents	
Pearl	A. H. Benning	Brit. str	821	A. Heard & Co., Agents	
Pottinger	Carroll	Brit. str	505	Ah-yon	
Sagalia	Harrison	Brit. str	1564	Jardine, Matheson & Co	
Seagull	S. L. Ridge	Brit. str	101	Kwok Acheong	
Sir J. Hobhouse		Brit. str	180	Kwok Acheong	
Tientsin	Cullen	Brit. str	233	Kwok Acheong	

† *Running between Hongkong and Canton*
§ *Running between Macao and Hongkong*

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
A. E. Vidal	Beard	Ger. bk	329	Siemssen & Co	
Amanda	T. Harms	Ger. sch	190	Bourjau & Co	
Ardent	R. Clasper	Brit. bk	358	Vogel, Hagedorn & Co	
Atlantic	Mellin	Brit. sh	1709	P. & O. Co	
Beemah	Blackstone	Brit. sh	887	Aug. Heard & Co	
Burrs Noorfol	Worgitzky	Siam. bk	360	Chinese	
Cadiz	A. Vidaurrazaga	Peru. sh	1552	Carlowitz & Co	
Capesing-mood	Sereuse	Brit. bk	466	S. F. Burrows & Sons	
Carl	Ollsen	Ger. bk	215	Arnhold, Karberg & Co	
Carricks	Carr	Brit. sh	910	Arnhold, Karberg & Co	
Cecilia	Jose Ribeiro	Port. bk	493	Remedios & Co	
Charlotte Andrewt	Place	Brit. bk	356	P. M. S. S. Co	
Christianshavn	Djorup	Dan. bk	241	John Burd & Co	
Comet	Bray	Amr. sh	1157	Frazar & Co	
Coquette	Lauridsen	Ger. bk	283	Ed. Schellhass & Co	
Dan	Hilberg	Swed. bg	246	Carlowitz & Co	
Diamant	Akermann	Ger. bk	299	Wm. Pustau & Co	
Dronning Louise	Bondo	Dan. bg	269	Ed. Schellhass & Co	
Ellen	Kindred	Brit. sh	499	Russell & Co	
Ellen Castle	Ramsey	Brit. bk	331	Bourjau & Co	
Emigrante	L. Castagnino	Peru. sh	946	Wm. Pustau & Co	
Fabius	Stalze	Siam. sh	635	Chinese	
Faugh Balaugh	D. Rüte	Ger. bk	278	Carlowitz & Co	
Ferdinand	Lorenzen	Ger. bk	416	Jairazbhoy Peerbhoy	
Fidelio	Bohsen	Ger. bk	317	Siemssen & Co	
Flensborg	M. M. Koedt	Dan. bk	365	Ed. Schellhass & Co	
France	Exmelin	Fren. bk	532	Order	
Frederick Tudor	Bearse	Amr. sh	1156	Russell & Co	
Gazelle	Moller	Ger. bk	188	Bourjau & Co	
Georgina	J. Romney	Brit. bk	315	Order	
Gloucester	Vincent	Brit. sh	526	Rozario & Co	
Gulnak	Andersen	Siam. bk	542	Chinese	
Gnam	Caher	Brit. bk	298	Borneo Co. Limited	
Hans	Le Moult	Ger. bk	320	Vogel, Hagedorn & Co	
Inverary	James Semple	Brit. bk	288	Carlowitz & Co	
Jean Sands	Lefevour	Brit. sh	631	Aug. Heard & Co	
Juno	Blathen	Amr. bk	350	Captain	
Jurgen	Wendt	Ger. bk	269	Wm. Pustau & Co	
Kerenhaen	Luhco	Fren. bk	269	MacEwen, Frickel & Co	
Lizzie H.	Babson	Amr. bk	896	Aug. Heard & Co	
Louisa	Schiorlob	Ger. sch	246	Ed. Schellhass & Co	
Macao	Ormaechea	Peru. sh	603	Carlowitz & Co	
Malvern	G. Myles	Brit. bk	410	Captain	
Maria y Vicente	Santawloma	Span. bk	384	Remedios & Co	
Mariner	Legender	Brit. bk	340	Chinese	
Mathilda Atheling	Whereat	Brit. bk	676	A. MacG. Heaton	
Medora	Petrie	Brit. bk	357	Olyphant & Co	
Morning Light	Chaston	Brit. sh	2377	Vogel, Hagedorn & Co	
Norma	Nussbaum	Ger. bk	339	Bourjau & Co	
Norseman	Soderstrom	Siam. sh	701	Chinese	
North America	Tucker	Amr. sh	1582	Russell & Co	
Onward	Stimson	Brit. sh	606	Rozario & Co	
Pelham	Brandt	Ger. bg	420	Siemssen & Co	
Pepita	Aldecoa	Span. bk	251	Remedios & Co	
Prosperity	Moller	Siam. bk	474	Fung-Tai-loong	
Ruahana	Boucher	Fren. sh	487	Carlowitz & Co	
Sanforth	Bernet	Siam bk	311	Chinese	
Sir Harry Parkes	Thos. Stephens	Brit. sh	806	Olyphant & Co	
Starlight	T. Benedictsen	Siam. bg	239	Chinese	
Tulee	Hoffmann	Ger. bk	335	Siemssen & Co	
Titania	England	Brit. sh	979	Gilman & Co	
Willard G. Patton	Connor	Amr. sch	518	Order	

RECEIVING VESSELS & HULKS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	Mather	Pw. Mag.	283	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Hongkong
Charybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Hongkong
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Shanghai
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Barnett	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Shanghai
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	En route to Amoy
Hart	double sc. gun vs.	4	120	Comdr. T. H. Royse	Singapore
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	Shanghai
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Woosung
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Tam